

Trail Rider

MAGAZINE

January 2000 \$2.95

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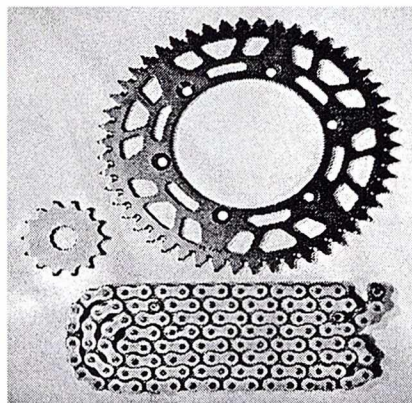
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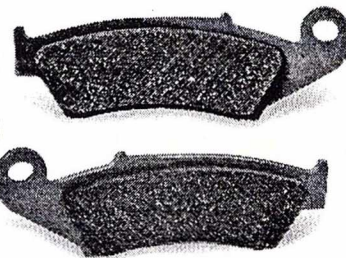


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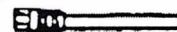
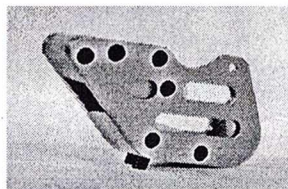


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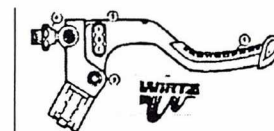
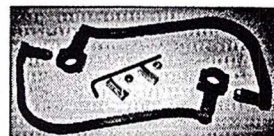
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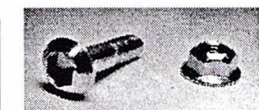
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On the cover: Pat Timothy uses a handful of his wide-open style at the Woodsocross hare scrambles late last season. Pat and his dad went to every NETRA race, and a lot of the GNCCs as well, and both of them are great guys. Photo by Mark Baer, of the Pittsfield Baers, and he's also a great guy.

January 2000
Volume 30 Number 1

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Published in the USA by

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The advertising deadline
for the March 2000 issue
is January 15, 2000

COMPETITION

- 12 NETRA Enduros**
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Cool new Italian stallions

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Exposed



Warning: Like Ed Hertfelder has said on occasion, trail riding; like football, soccer, trying to move a large cat from her favorite chair and teasing small dogs with the last bite of a hot dog might mean you'll be tasting salty blood before sunset. You cannot dispute the apparent danger, so minimize it with all the protective gear you can find. If you bundle up until you look and feel like Mr. Bibb, the Michelin Man, at least you're lowering your potential of wrecking your chances at reproduction, among other things. So wrap yourself with all the protective gear you can find, and thank Ed for this guest disclaimer the next time you see him.

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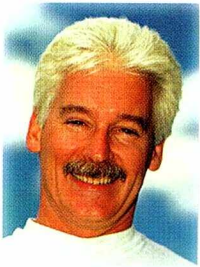
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Trail Rider Magazine (ISSN 0892-3922) is published monthly at 127 Navajo Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 U.S. yearly. Copyright © 2000 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Medford, New Jersey, and additional mailing offices. **POSTMASTER:** Send address changes to Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055-2038.



Last Over

by Paul Clipper

No More National Enduros?

The question has come up just after the Six Days for the past few years: Should we scrap the AMA National Enduro Series in favor of an ISDE Qualifier series? My knee-jerk reaction to that question is always an emphatic "No." I am a huge fan of both types of racing, but the last thing I want to see is both of them combined, and I'll tell you why.

The proposal to combine both series comes up each year just after the ISDE. The reasoning for it is always good and noble; mainly that FIM enduros and the Six Days in particular are so foreign to our American riders, that we need more experience riding events such as this. Spoken or unspoken, the post-Six Days logic among the faithful is that since the FIM enduro format leads a rider up to the ultimate goal of the Six Days, that's what we should all be riding. I have had it said to me that the AMA National Enduro series only ends in "another national championship," and therefore wasn't all that important. "We have too many national championships now," I was told, "It wouldn't hurt to lose one or two of them." I've also been told that the national enduro series wasn't all that important because not all the manufacturers were interested in it, they didn't all want to be involved.

People tell me all sorts of things I don't want to hear. To me, there are a number of flaws in this kind of logic. First off, the motorcycle factories can't put all their money into every series that comes along, I realize that. However, they won't complain about a championship, wherever it comes from. Certainly Yamaha is happy that Ty Davis won the National Enduro Championship in 1999, whether they were directly involved or not. Davis saw a good opportunity to take the series this past year, and he did it. It was an individual making a decision irrespective of a company's plans, which is very much an enduro thing to do.

Secondly, if there are too many national championships now, why do we try to add more? One good example: We have a Qualifier series for the Six Days. It is meant to separate the good riders from the not so good, and the ultimate goal of the series is to get a spot on the American Six Days team. If you were to struggle through six or eight of these qualifiers and finally make the team, isn't that reward enough? Why would we need a national champion of a series only intended to set the pecking order for Six Days selection? It wouldn't make much sense, would it? And yet, that's exactly what we do.

Worse yet, for the past couple of years this new series championship has been based on who wins the last event—whoever took the day at the Loretta Lynn's final ISDE Qualifier in Tennessee was declared the series champion. That's right, another rider could have busted his butt riding all of the preceding qualifier events, actually won them all, and then throw a chain at Loretta Lynn's and lose the series to someone else.

What we wind up with, and sincere apologies to our past ISDE Qualifier champions for sounding negative here, is an empty championship title for a series in which the only reward necessary is to be one of the fortunate 30 riders picked to compete on ISDE club teams. Exactly who gets to compete on the World Trophy and Junior Trophy teams is usually worked out in advance of the Qualifier series results.

When we combine the two events, Qualifiers and national enduros, we get a confusing mix of two different timekeeping systems, and for better or worse, two different types of riders. Just in case you've never really experienced one, an ISDE Qualifier uses "FIM rules," as opposed to AMA enduro rules. Broken down to its most understandable form, in a FIM/ISDE-style event all you need to do is go as fast as you can between the checkpoints and wait when you get to

all winner of the GNCC series can't stand American enduros, and he's been crowned as one of the best "enduro" riders in the world twice, in the European FIM rules World Championship Enduro series. Frankly, if World Champion Shane Watts hates them, we must have something good going on here.

In an AMA rules enduro, you have to practice extreme discipline. You have to be able to bounce down the trail with one eye on the obstacles and one

"As much as I like the Six Days, if something has to go out the door I'll watch the Qualifier series disappear without shedding a tear."

them to enter the next section in your correct minute. Yes, it gets much more complicated and crafty than that, but basically it's a hurry-up-and-wait-til-you-get-back-on-time form of racing. If you know the basic rules, and if you have a medium-sharp pit crew waiting for you at the checks, it's very difficult to "burn" checks at an FIM event. It's also customary to not make the riders late at the checkpoints.

So how do you lose points? During the event, there are a series of special tests, some just timed sections in the woods, some set up as separate ribboned-off grass tracks. The European events very much favor grass tracks. In these special tests you are timed to the hundredth of a minute, and every split second you spend in the special test is time lost. The fastest person through the special tests wins.

Okay, so what does this tell you? Only what recent history has proven so far: That the best Six Day riders we have in this country are ex-motocrossers. Three names pop into mind right away: Ty Davis, top American at the last couple of ISDEs, Guy Cooper, who won the hearts of all Americans at the Tulsa, Oklahoma, Six Days a few years back, and Rodney Smith, our current GNCC champion and former top American at the ISDE. If I was going to put together the best ISDE Trophy Team, it would include Smith and Davis, and to them I would add four more motocrossers, preferably with European MX experience. Like who? How about adding former World Champions Trampas Parker and Bobby Moore, and then former national champ Doug Henry, and Mike Kiedrowski, who is slated to ride the '00 GNCC season for Suzuki. Just stop these guys before every checkpoint so they don't pick up route marks, and then turn them loose on the special tests. Offer them all \$50,000 as a bonus and I guarantee they'd win the Six Days.

The AMA National Enduro series, on the other hand, is much more complicated than an FIM rules event. I'm not even going to get into explaining all the nuances of true enduro timekeeping here, I've done it before and it took stories in five consecutive issues of the magazine to even scratch the surface. Shane Watts, overall winner of the Six Days and future over-

eye on your clock, because you don't want to be late at the checkpoints, and you really don't want to be early because you lose even more points. You have to be intimately acquainted with all the rules, because just where a check can and can't be is all up to a bunch of sneaky little parameters plotted out in rules-language that any lawyer would love. And, very much unlike FIM rules enduros, you have no idea where the checkpoints are.

AMA rules enduro is basically a thinking person's game, and if you don't know the rules you might as well be riding in the dark. It is a carefully crafted dance between the rider and the club that created the event, and the more "into it" that the club is, the more challenging the enduro will be. Take an excellent enduro club like the Delaware Enduro Riders, hosts of the annual Delaware State Enduro. DER this year ran everyone through 18 checkpoints over basically flat, easy-riding terrain, and if you didn't know what you were doing they caught you late, early, and late again so often it made your head spin. A really accomplished enduro rider—and we have many in these parts—looks forward to the mental workout as much as the physical, and it's the mental workout that's missing from the FIM enduro/Qualifier scene. Without the mental factor, it's my belief that the FIM/Qualifier format is just another thinly-disguised hare scrambles, and we don't need hare scrambles mixed in with the AMA National Enduro series.

Finally, and far from the least reason to keep the AMA National Enduro format intact, is that it is a truly American form of racing. We created our unique form of enduro riding in this country back in the 1930s, as near as I can figure, and though it has evolved somewhat the basic rules remain the same. They practice our maddening form of enduro timekeeping nowhere else in the world; it is as unique as jazz music (another fine American invention), and just as pleasing to the soul when played well. It is very much a part of our American heritage, and one I would work to retain at all costs. As much as I like the Six Days, if something has to go out the door I'll watch the Qualifier series disappear without shedding a tear. How do you feel about it? ▲



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Riding with Mike

by Mike Lafferty

There's Always Another Line



One problem we all have with riding is getting into a line we don't want to take, and suffering the consequences of fighting it.

Usually "the consequences" means falling down, or fighting for balance and losing a lot of energy and time in the process.

Take the photos below as an example. I'm coming into a fast corner with a pronounced rut in it. The rut is okay if you're ready for it, some of us might even call it a berm. But if you're sleeping going into the corner you're going to be trapped into the rut, and although the bike might be willing to zip right through without you, if you're out of balance you're going to hate life for a few seconds.

The key to controlling this kind of thing is to always be alert, and know that there's always another line

"Usually 'the consequences' means falling down, or fighting for balance and losing a lot of energy and time in the process."

around something. If you follow the most used line into this turn, you'll automatically hit the rut, and if you're watching closely you can see the start of the rut way before you get into the turn. If you're paying attention, you can always be ready to make an alternate line.

One thing I learned in Six Days competition—I'm still learning it, truth be known—is that somebody else's berm isn't necessarily your best line. You can watch Shane Watts at a GNCC. Unless there's no other line, Shane is always blazing his own line into a corner, the line he knows to be the fastest line. He'll pay no attention to the berm in a corner, and he might go through that corner a gear higher than anybody else. A gear higher than me, unless I get a chance to jam a log into his spokes!

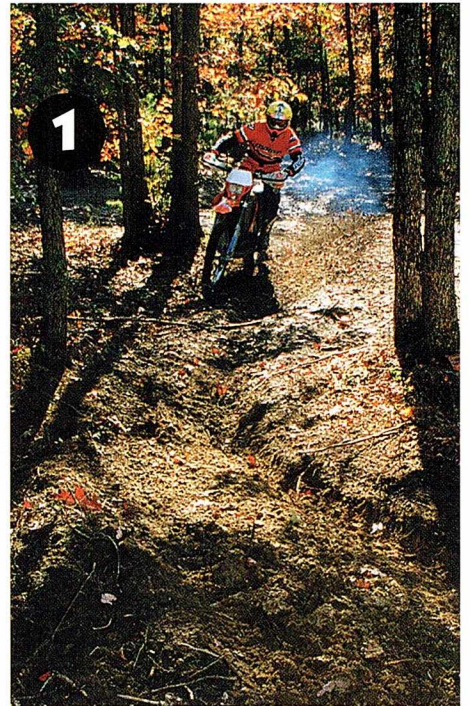
Seriously, the answer is simple: Since you're already racing, you should concentrate like you're racing. Watch the entrance to every turn, scan the whole turn, and pick the fastest line through it, or the smoothest line, whatever line you know you can move the fastest on, whichever one you'll have the least trouble in. Here in South Jersey, I know the sandy soil could make that little rut I see going into the corner turn into a huge water-filled slot on the way out. So I head into the corner just outside of everyone else's line, and when I get to the apex I'm not committed to the rut at all. I can cut inside of the corner and cross over the rut (like I'm doing in the photos), or continue to stay wide if that's what I need to do.

There is one danger in this. If you're riding in tall weeds or grass you know as well as I do that there could be a stump or a laid-down log hiding where you

can't see it. Once again, the key is to stay alert and always try to read the terrain, and remember that a "different line" doesn't mean two feet out into the weeds. Taking a different line into a turn only has to be a matter of inches to either side of the main line. It makes no difference whether you're right on the edge of the rut or off in the next county. Either way you've missed it, so gas it up and win your class. And don't be daydreaming into the next turn! ↑



Stuck in a rut? I admit this rut isn't much of a big deal, but this is what it looks like when you follow the rut through the corner—if you do it right. Instead of following the rut, in photo one I'm planning on going to the outside of the main line to avoid it. I'm going to start the turn where that leaf is sitting on the little hump on the left side of the photo. You can see a faint line already there.



Note that I'm not even to the turn and I'm already off the main line and heading for the outside of the turn. You want to plan your line and be on it as early as possible, to ensure that you don't have to do anything jerky in the turn, which will cost you speed and time. In photo two I've gone way wide of the rut and cut a tight turn back towards the main line, because I'll need to be in that position for the next turn, and in photo three I'm crossing over the rut on my way to the next corner.





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Trail Rider is 30!

Never trust anyone over 30, right? Jeez, I hope not, because Trail Rider magazine is 30 years old this year, and who can you trust if you can't trust the oldest name in the business? Actually, April will be the true anniversary, as the first issue of The New England Trail Rider magazine carried an April, 1970 cover date. Bob Hicks was the owner/editor at the time, and he's still plugging away in the publishing field, now shipping out a twice-monthly boat magazine titled, appropriately, Messing About in Boats. The New England Trail Rider, shortened over the years to simply Trail Rider, was the first off-road only motorcycle magazine in this country, pre-dating the second oldest by a year and a couple of months. Yes, the second-oldest dirt book is none other than Dirt Bike magazine, which hung out its shingle in June of 1971.

What's it feel like to be the oldest codger in the rest home? Not so bad! We're still plugging away, still having a ton of fun on Dirt Bikes, and still have our hands full reporting on a full slate

of New England and East Coast events, which is the most important thing. Having a magazine with no events to report on would be more than a small compromise, and for

all our success we tip our hats to all the clubs we've known in the past 30 years, and all the clubs we still know, and submit for your approval the sure knowledge that there is where you'll find the true heroes of this sport. All we've been

doing is reporting on all the work THEY have been putting in. And for that we owe them thanks!

Between now and April, and beyond, we'll try to dream up some ways to celebrate our 30 years, so keep picking up the mag to see what we're up to (we'd tell you, but at this point we honestly don't have a clue!).

Champion Hertfelder?

You might find this a shock, but The World's

Save Colorado

We received a note from Kerry Mackenroth of ICO concerning trail access in Colorado. The Forest Service is considering a plan to shut down a LOT of the good Colorado riding areas, according to Kerry, and you can help keep it from happening if you've got an Internet connection handy. COHVCO wants everyone to request the plan & respond to the Forest Service. Hey, it's really easy, so please go to this site: http://www.sledcity.com/Headlines/co_whiteriver_plan.cfm#request. You can add your name and address to an existing form letter and send it immediately to the Forest Service. Quick and easy, and your vote will count.

Worst Dirt Rider has been keeping a secret from us. We're ready to reveal the secret to you right now: He's actually good at something! Ed competes in a form of rifle shooting known as "small bore silhouette, and he's actually quite good at it. Good enough to shoot his way to 1999 California State Champion in Class A Standard Rifle and Class B Hunter Rifle. And he does-

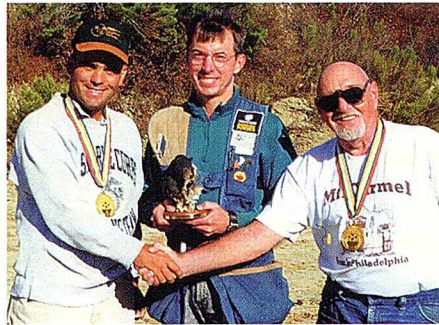
n't even live in California, how do you like that? We even have a picture to prove it, with Ed, the dapper gentleman with the goatee, passing congratulations to the AAA Class State Champion and the California Overall State Champion. Good job!

NY News

Legislative Bills intended to re-establish a registration-based trail funding program in New York failed to pass again this year. But Y2K marks another chance in which to get them through the system. So NY riders, please include in your New Year's Resolution to contact your State Legislative Members and tell them you want riders' needs taken seriously: Tell them to make sure these bills (numbered A.1060 and S.632) are passed finally in Y2K! Don't know how to contact your State Legislative Members?



(Courtesy Stephen Fossler Company)



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Gunn Grabs GNCC

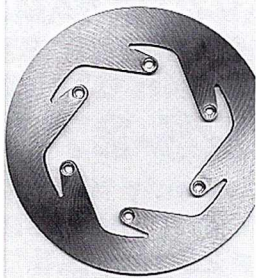
We've got news about another gun this month, Dave Gunn to be exact. Dave's a long time competitor on the NETRA scene, and two years ago he made the commitment to race the



GNCC series and try to pick up a class championship. Well, he knew it was going to be tough, and it took two years for him to do it. In 1998 he fought all year long, coming down to a pitched battle between him and fellow Open A class competitor Mike Grizzle. Grizzle took the win that year by a small margin, and then this year they started battling again. It came down to the same arm wrestling match once again, only this time Gunn came out on top, running away with the class win at the final race in Indiana. Good job, Dave! He let us know he'd like to thank all his sponsors, a list that includes Manchester Honda, Factory Connection, E-Line, Boyesen, Pirelli, Precision Porting, Scott USA, MSR, Twin Air, Spectro, Steahly, Hampden Fuel, Hellion and IMS.

New Mud Rotor

Got wind of a cool new solid rear brake rotor available for KTM's the other day. The Mud Racing Products non-vented rotor looks like another perfect solution to the worn out brake pad blues.



Don't let flower petal edges fool you, you won't stop wearing out pads until you have a rotor with no holes or slots in it. Mud Racing Products will fix you up for \$89.95; precision machined high carbon steel guaranteed to drop right onto your late model KTM rear hub. Call them for more information at (501)846-2252, or just write to Mud Racing Products, P.O. Box 126, Prairie Grove, AR 72753.

Fun New Column

We'd like to start a fun new column here at the magazine, called "X-Ray of the Month." You can pretty much imagine what it would be like. We got the idea after a new friend of ours, unfamiliar with dirt bikers, cringed visibly every time a new injury story would come up in the conversation. Now, we don't want to get ugly here, we understand that serious permanent injuries are nothing to make jokes about, but for any of you who can look back and laugh at a broken bone or dislocated joint, send us your ugliest-looking X-ray. We can make a print of it and send it back, and for your participation we'll send you some sort of valuable prize, how's that? Contact us through any or all of the usual ways listed on page three, and we'll be looking forward to seeing what you've got. Or had.

Easy Mixin'

Maxima's new Quick 2 Mix bottle is the new ultimate way to make sure you're mixing your oil accurately. All you have to do is choose the ratio you want from a scale printed on the outside of the bottle, and then pour the oil in to the mark corresponding to the amount of gas you want to mix it into—like to the 4.0 mark for four gallons. Pour the oil into the amount of gas you chose, and you're done. You can even screw on the lid afterwards, so you don't get oil all over everything in your van. Get it at your Maxima oil dealer.



No More Scum Bugs

Alex Ernst also submits this quick housekeeping tip: The colostomy-bag blues of having to scrub and chlorine-treat your drink system every time can be reduced by simply rinsing out and putting the bag in the freezer after each use. The scum-bugs can't grow below freezing. Just take care to warm it up before you use it, lest you split the frozen plastic.

He Won't Go Away

We thought Rick "Super Hunky" Sieman was retired in Baja, occupied with fishing, trail riding, golf and swilling Mexican beer, but it turns out that he's been dragged, kicking and screaming, back into the motorcycle business once again. Rick has been writing for Off-road.com, the huge motorsports site on the Internet owned by Rubicon Media Group, Inc., for a few years now, but the owner of the company, Pat Chicas, convinced him to take on the position of Editorial Director. Since Chicas is 6' 5" and weighs 275 pounds, we can figure out how he convinced The Hunk to actually do some work. Rumor has it that he lost an arm wrestling bet with Chicas and was forced to sign a contract.

Notes from Rick: "This is really irritating, and will sharply cut into my fishing schedule. However, a bet is a bet. Actually, working with Off-road.com is fun, as all the people there are whacko off-roaders, and the site covers everything from dirt bikes, to trucks, buggies, ATVs, jet skis and snowmobiles.

"ORC is a monster site. The largest motorsports site in the world is NASCAR, which is no surprise, and they're three times bigger than we are. But we're in second in sheer numbers, and no one else is close to us. And that includes F1 and Indy car sites.

"To make matters worse, I also have to do the dirt bike division at ORC, which will cut into my golf schedule. Naturally, I will earn a small fortune for my efforts, which will at least allow me to increase my purchases of high-quality Mexican beer. So there's a golden lining to this dark cloud.

"If Clipper had simply hired me to be the Trail Rider trail riding consultant for Baja for a huge salary, all this could have been avoided. However, his offer of twenty bucks a month and a stack of used Barum tires would not allow me to continue my current life style. Therefore, the industry will have Paul Clipper to blame for my return."

Rick Sieman, Somewhere in Baja In search of the perfect taco. See it all at www.off-road.com, and don't say we didn't warn you.

Canadian Hero

We ran into Matt Spigelmyer at the Delaware National Enduro, and found out that he'd just come back from win-



ning the overall at the prestigious Corduroy Enduro in Canada. The annual two-day enduro is a major classic in Canadian and East Coast riding, legendary for its miles of "corduroy" logging roads, swamps and simply tough riding. Matt's been riding it every year for a while now, and we're not exactly sure if he's won it in the past. This is his latest win, that's for sure, and here's a photo of Matt and his lovely girlfriend Rachel, who is trying hard not to pick up any permanent mud stains. Great job, Matt!

Easy On The Eyes

Do you ride with glasses and hate it? Ever thought about prescription lenses for your goggles, but figure they'd be too expensive? And, once you get those prescription goggles aren't you limited to the single tint of the goggles you bought? Well, here's tip from Gas development tester Ray Melton. He wear bifocals, and couldn't stand having them bounce around inside of his goggles. So he took his goggles down to Lens Crafters, or whoever was having a sale on glasses, and found the biggest frames that could fit inside his Scott OTG (Over The Glasses) goggles. He had a pair of \$35 glasses made and then took the ear pieces off the frame, stuck self-adhesive Velcro to the ends of the glasses and also to the inside of the goggle lens, and stuck them inside. End of problem! The glasses don't bounce around any more, and the ear pieces don't irritate the sides of your head, he can easily remove them for cleaning or to switch to a different colored goggle lens. Great Idea! ↑



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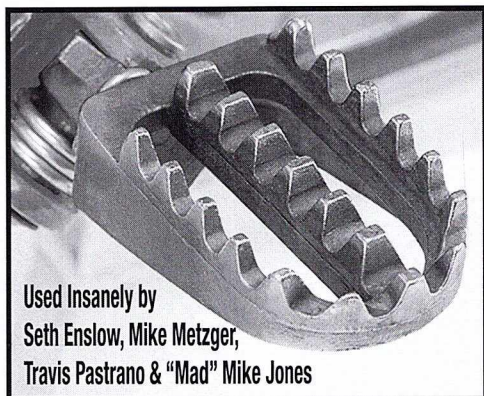


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GREYLOCK ENDURO

Neff Storms Away With The Championship

Round 8, Windsor MA 9/19

Coming into the eighth round of the 1999 NETRA Enduro Series, Hans Neff held a comfortable 61 point lead on the rest of the field, and only needed to add a few points to his total to capture his first Enduro Grand Championship in New England. Most riders working to achieve their first championship with such a point cushion would've taken the conservative route, riding comfortably to a modest finish and wrapping things up. However, that's not Neff's way.

The humble, yet lightning-fast Neff battled Darrell Szlachetka all day long for the overall win, settling for second overall when Szlachetka beat him out on tie-breakers after the final check was thrown out due to a clock discrepancy. Second place points were more than enough for Hans to take his first crown, with two rounds remaining.

Luckily, New England was spared from Hurricane Floyd, but two solid days of heavy rain sure did make things slick for the 1999 running of the Greylock. Trail Boss Irwin Moiseff decided to lay out a course that was a bit more technical than some of the high-speed versions of the past few years. With rumors of big mud holes circulating before the start, plenty of folks were a little bit nervous about heading out.

The first section proved to be very slick, with a healthy layer of mud coating the club's eight mile hare scrambles loop. Surprisingly, the trails held up pretty well. Of course there was mud and standing water, but as long as you chose your lines carefully, you could avoid trouble. Szlachetka jumped out front immediately with a score of 8:43, followed by Dave Carlson, Jr. and Jason Cayer with 8:52 and 8:53, respectively. Nines and tens rounded out the rest of the fast scores.

A reset and a short transfer led to the next section in Savoy State Forest. Some pretty fast, easy-going trails made up the four mile section. Neff and Szlachetka smoked the field, scoring zeroes, followed by a whole bunch of ones. Eight miles of fun but very slick trails led to the day's first gas stop. A handful of riders set the pace with two point cards, including Neff and Szlachetka.

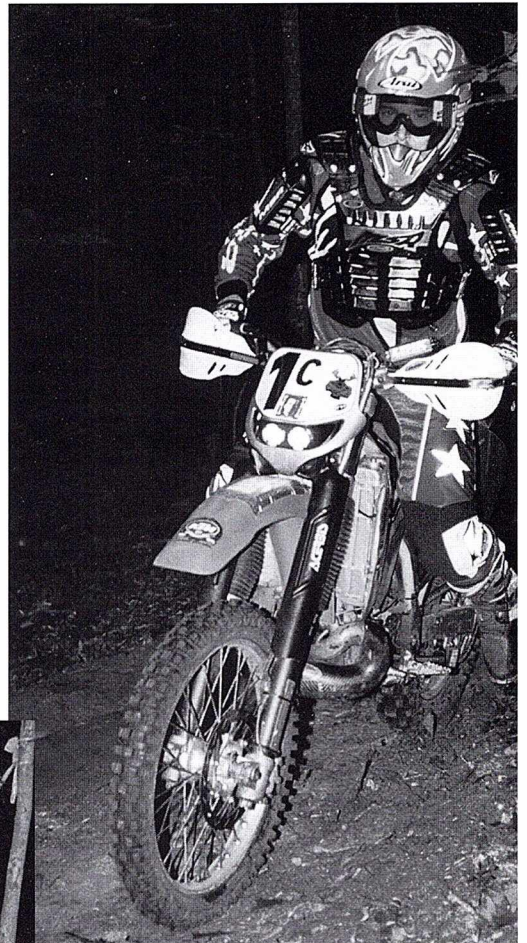
Leaving the Known Control were several miles of fairly easy-going trail leading to a short power line section and some brand-new trails. The power lines proved to be pretty rough, with slick mud making it difficult to navigate the short but steep uphill and downhill trails. Brakes hardly seemed effective once the wheels locked up in the mud, and climbing was a real chore once momentum was lost. Rick Claxton seemed to have very little trouble, acing the field with a two point card,

followed by several riders with threes.

A few miles of road gave a brief rest before heading into some more new trails that also proved to be pretty rugged, along with a few more miles of power line hills to make things interesting. Luckily, most of the steeper hills went down, and the few steep uphill weren't too long. Neff, Szlachetka, Jerry Madore and Jason Cayer led the way through, losing only three minutes apiece. A twelve-minute reset and gas available provided some much-needed rest before heading out for the last 25 miles.

The next section proved to be the most difficult of the day, houring out any remaining C riders who were tough enough to make it this far. The seven-mile loop, called the "Golden Horn" section, seemed to take the life out of most people. Hans Neff evened things up with Szlachetka, dropping a seven to Darrell's eight.

A short bit of tar connected the next trail section, which was also slimy and rough, but a little easier than the previous one. More than a handful of riders found it tough to make it through within their hour. Neff, Claxton, Carlson and



Darrell Szlachetka must have had his bike and body tuned for the mud, because he had no trouble taking the overall at Greylock this year. (file photo)

Szlachetka set the pace through the last trail section, all dropping three points.

The ride back to the start area was a leisurely trip along seven miles of tar and dirt roads. In an attempt to catch riders napping, the club placed a check just before entering the field. It was here that Szlachetka would've handed the win to Neff, as he burned the check by three minutes. However, a protest proved the clock at this final check was exactly one minute early, thus disqualifying the check, and leaving Darrell and Hans in charge with 28-point cards. Darrell would win the overall on emergency points, but Hans Neff would leave with the most coveted prize of all, the NETRA Enduro Championship.

How does it feel to wrap up the championship with two rounds to spare? "Pretty good," said an elated Neff. "I've worked really hard this year, and I felt like it was going to be my year. I spent a whole lot of time training, riding a lot of miles and working my butt off, so it feels really good." Hans would like to thank all of



Hans Neff put in a tough ride, pushing hard for the top spot but finally having to settle for second overall. His points total gave him the championship for the year. (file photo)



Valley Motorsports Jerry Madore chased the leaders hard all day, but wound up a single point down, good enough for second AA. (file photo)

his sponsors and supporters, including Bullet Proof Products, Cycle Gear, EBC, E-Line, Excel rims, Factory Connection, FMF, Kellner's, KTM, Moose, Moto Tassinari, Razee, Tech Tubes, Torco, Trail Rider

1999 Greylock Enduro

Class Results

Darrell Szlachetka (KTM) 28

Overall High Point

Tony Geraci (KTM) 31

High Point A

Scott Hoginski (CRE) 50

High Point B

David Oram (Yam) 55 ck.8

High Point C

AA

1. Hans Neff (KTM) 28

2. Jerry Madore (Yam) 29

3. Rick Claxton (Hon) 31

A Bantam

1. Jerry Randall (Yam) 38

2. Martin Griff (Yam) 45

3. Dave Harris (KTM) 54

A Light

1. Mike Nash (CRE) 39

2. Paul Milliken (KTM) 40

3. Raffi Peterson (CRE) 42

A Heavy

1. Austin Jalbert (CRE) 55

2. Bill Drummey (Hon) 83

3. Bill Sironen (KTM) 74 ck.9

A Four Stroke

1. Jim Simcock 80 ck.9

A Vet

1. Jim Mitchell (Hon) 37

2. Sam Fisher (CRE) 45

3. Ken Held (KTM) 47

A Senior

1. Duncan Broach (KTM) 42

2. Irvin Witkop 58

3. Mike Cyr (Hus) 62

B Bantam

1. Anthony Fabiano (KTM) 65

2. Robert Bogle (Yam) 72

3. Bob Stadler (Kaw) 94 ck.9

B Light

1. Tim Baker (Yam) 57

2. Ryan Brown (Suz) 66 ck.7

3. Jim Copeland (KTM) 78 ck.6

B Heavy

1. Layne Dutlinger (KTM) 78

2. Doug Simone (KTM) 85

3. Pete Vanryswood (KTM) 77 ck.9

B Four Stroke

1. Mike Stone (Hon) 66 ck.8

2. Ken Hawk (Hon) 117 ck.8

B Senior

1. Ron Pratt (Kaw) 76

2. Jeff Grant (Kaw) 64 ck.9

3. Hal Cordozo (KTM) 47 ck.8

B Vet

1. Jeff Cote (KTM) 58

2. Ken Besette (Kaw) 54 ck.8

3. Al Ross 55 ck.8

C Bantam

1. Brian Crysler (Kaw) 59 ck.8

2. William Puffer (Hon) 67 ck.8

3. Jeff Parker (KTM) 80 ck.7

C Light

1. Frank Frey (KXE) 50 ck.6

2. Pete Belanger (KTM) 39 ck.4

3. Don Quinn (Hus) 41 ck.3

C Heavy

1. Steve Tanzella (KTM) 6 ck.6

2. Bruce Cloney 67 ck.5

3. Paul Degennaro (KTM) 51 ck.1

C Four Stroke

1. Andrew Wuzukowski (Hon)

2. Richard Pagano (Hon) 82 ck.6

3. R. Wilson 62 ck.3

C Vet

1. Walter Popiak (Kaw) 60 ck.8

2. Michael Kearns (KTM) 85 ck.8

3. Lenny Collins (KTM) 61 ck.6

C Senior

1. Mike Bernier (KTM) 72 ck.8

2. Ron Hanisch (KTM) 56 ck.7

3. Mike Ceravolo (Kaw) 64 ck.6

Super Senior

1. Keith Goodell (CRE) 72 ck.9

2. Dave Mathisen (Hus) 74 ck.8

3. Peter Haviland (Kaw) 64 ck.6

Masters

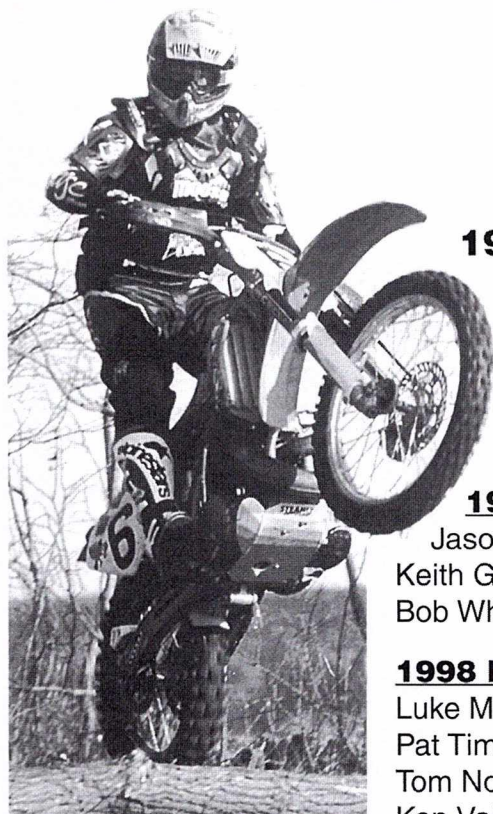
1. Tom Farley (CRE) 32 ck.3

Magazine and VP Fuels.

Anthony Geraci rode his KTM to the best finish of his career, High Point A with a 31. The biggest trophy in the B Class went home with Scott Hoginski for his second B High Point of the year. See you in the A Class next time out, Scott! David Oram cruised to C High Point on his Yamaha 400 with a score of 55 at check 8. Tom Farley continued his total domination of the Masters Class on his CRE, while Keith Goodell

added another Super Senior Class win to his trophy collection.

Trail Boss Irwin Moiseff had planned for a much higher finisher rate, especially in the C class, but unfortunately whatever rain Floyd had left found its way to the Berkshires. All in all, the Greylock Riders laid out a really fine event. Certainly the scores would have been lower without all the mud, but that's why they call it "enduro." ♦



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Our 1998 harescrambles team took six of the top ten overall finishes.

Nine of the top ten finishers are riding for us in 1999, including Josh McLevy who will contend the GNCC nationals and select NETRA events.

1998 Enduro Finishes

Jason Cayer, 1st AA, 2nd overall

Keith Goodell, 2nd, Super Senior

Bob White, 3rd AA, 4th overall

1998 Hare Scramble Finishes

Luke McNeil, 1st, 125 A Nationals

Pat Timothy, 1st AA, and Gr. Champion

Tom Norton, 2nd AA, 2nd overall

Ken Valentine, 3rd AA, 3rd overall

Ken Law, 6th AA, 7th overall

Chris Panzella, 1st open, 9th overall

DJ Lis, 1st 250cc, 10th overall

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LUMMIS MILL

Hoess gets closer!

Round 7, Millville, NJ 10/17

Fred Hoess (Hus) engineered an improbable, last lap come from behind victory to earn the overall win at the ECEA Lummis Mill hare scrambles. Capitalizing on the misfortune of runner-up Kevin Bennett (KTM), the Husqvarna USA, Scott Goggles, Arai, Spectro, Michelin, Acerbis, Answer, WER, Motion Pro, A-Loop, Fredette Racing-sponsored Hoess caught up to and passed Bennett as he attended to repairs in the pits. With Bennett in hot pursuit, the two leaders raced around the course for the white flag lap, Hoess refusing to yield and Bennett unable to turn the tide. They finished 1-2 by a mere two second margin.

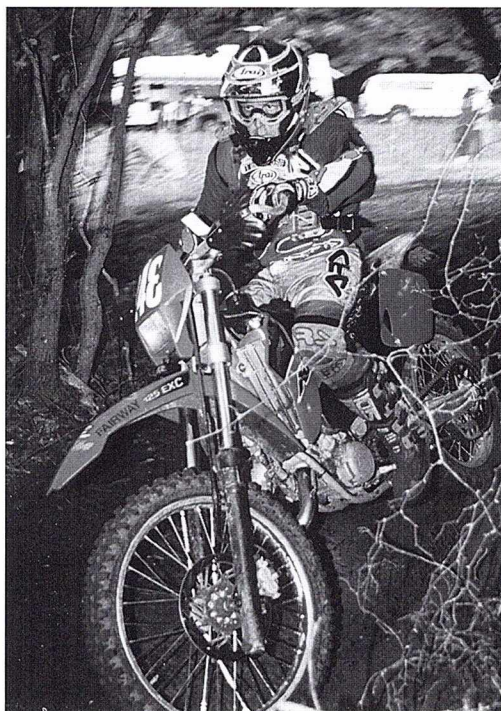
The win marked the first in some time that WR250-mounted Hoess was able to avoid mechanical gremlins to earn top billing. "I had the entire suspension redone after Tri-county (round #5). It turned out that I nearly rode that entire event with a broken shock that limited the rear wheel travel to about five inches," Hoess confessed. "Last week (at Budds Creek) deep ruts and mud forced my tire insert off the rim (resulting in a DNF). It felt good to bring this one home." Regarding the track, Hoess lauded the CDR layout. "It was a great course with a nice long tight section—well, tight for hare scrambles, anyway. I had fun the whole time."

Hoess moved up from the number three position, passing series points leader Bill Atkinson com-

ing out of the barrels at the start of the fifth lap and set his sites on Bennett, a seemingly insurmountable minute and a half ahead. At the time, KB was in hyper drive mode, remarking afterward, "I was on it all day

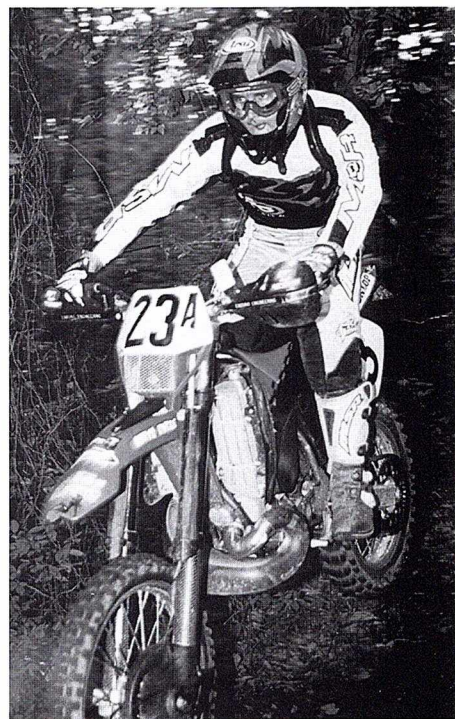
the trail." And that he did.

The Competition Dirt Riders (CDR) planned a three event card for the day, ATV and youth races preceding the motorcycle main event. The main event was packed with all non-youth motorcycle classes, a surprisingly robust turnout in spite of the threatening weather that was cool and overcast with occasional passing showers. Fortunately, the big race missed the worst of any precipitation while temperatures



long." Unfortunately for the Fairway KTM, WER, SRC, Mautco Powder Coat, Hartem Welding sponsored Bennett, troubles of his own would soon tilt the playing field, as his KTM's shift lever fell off during the sixth trip around the 7.2 mile course.

"My shifter fell off so I stopped and ran back up the trail to look for it," Bennett explained. "Unbelievably, the bolt and shifter were right next to each other on the trail—I really got lucky. However, I didn't have any tools with me so I could only finger tighten it back down, and nurse it into the pits from there." Passing through the barrels at the beginning of the white flag lap, Bennett still had a 28 second lead on Hoess. "My pit crew helped me get it tightened down, but Freddy scooted ahead of me just as I was exiting the pits. I tried everything, even just screaming my head off at him, but I just couldn't get around him. I think that Freddy knew that all he had to do to stay in front was keep it on



Clockwise from left: Fred Hoess moved up from a so-so start to take the win. Kevin Bennett spent some time leading, but lost his shifter and had to go back and find it, which he did and still finished second. Jack Lafferty Jr. charged to a third overall, and series leader Bill Atkinson started well but wound up finishing back in fifth place.



Richard Lafferty had a bad start, and visited with nearly everyone on the course working his way up to fourth overall.

hovered in the low 60s.

At the start of the main Bill Atkinson (KTM) lead briefly, getting the hole shot. Bennett, fourth off the start, assumed the lead in the early stages of the first lap, a position he managed to hold for six of seven laps. Atkinson and Hoess were fender to fender for

Lummis Mill H.S.

Class Results

Overall

1. Fred Hoess Hus
2. Kevin Bennett KTM
3. Jack Lafferty, Jr. Suz
4. Rich Lafferty KTM
5. Bill Atkinson KTM
6. Steve Pfeffer Hon
7. Bob Bennett Hon
8. James Wright Yam
9. Craig Shenigo KTM
10. Bob Solomon KTM

A200

1. Kevin Bennett KTM
2. Jack Lafferty, Jr. Suz
3. Dale Hiles KTM
4. Todd Quinn TM

A250+

1. Fred Hoess Hus
2. Rich Lafferty KTM
3. Bill Atkinson KTM
4. Steve Pfeffer Hon
5. Bob Bennett Hon

A Veteran

1. Craig Shenigo KTM
2. Bob Solomon KTM
3. Bip Gunselman Yam
4. Mike Beeler KTM
5. Dan Polak Kaw

B200

1. John Hummel
2. Lewis Robbins
3. Ron DeCaro Yam
4. Dan Carper
5. Steve Brown

B250+

1. Brian Burt Kaw
2. Giles Ryan
3. Robert Novotny Hon
4. Jim Shainline
5. Jeff Brown Kaw

B Veteran

1. Bill Gilmore
 2. Richard Farside
- ##### Four Stroke
1. Steve Larkin Hon
 2. Scott DeVecchio Yam
 3. Mark DiPasquale Yam
 4. John Camara Yam

5. Wayne Mason Hon
1. Kevin Reed Yam
2. Kevin Kuenzner KTM
3. Lou Green
4. Dan Compton KTM
5. Craig Copeland

Super Senior

1. Scott Wolfersberger KTM
2. Jack Lafferty, Sr. KTM
3. Rich Trader KTM
4. Mikael Larson Yam
5. Sal Crocevera Hus

C200

1. Kevin Reed Yam
2. Ryan Boyd
3. Paul Hand
4. Joe Volpe
5. Bill Bartbeeson

C250+

1. Frank Quinn
2. Don Haught
3. Mike Errickson
4. Steve Melniczuk
5. Mike Gehres

C Veteran

1. Glen Keesey
2. Paul Dengler
3. Rich Stewart
4. John Trendler
5. Mike Barnett

Youth A

1. Dylan Montanaro Kaw
2. Chase Compton Suz

Youth B

1. Jason Lawrence
2. Mike Potts
3. Joe Lamanna
4. Matt Reed
5. Brandon Hanning

Youth C

1. Jimmy Maul KTM
2. Joe Matinog
3. Chris Remles
4. Bud Thomson
5. Matt Muckelson

much of the early going, locked in a dance that continued for the first four laps. Eventually Atkinson yielded, setting the stage for the calamitous finish between Bennett and Hoess.

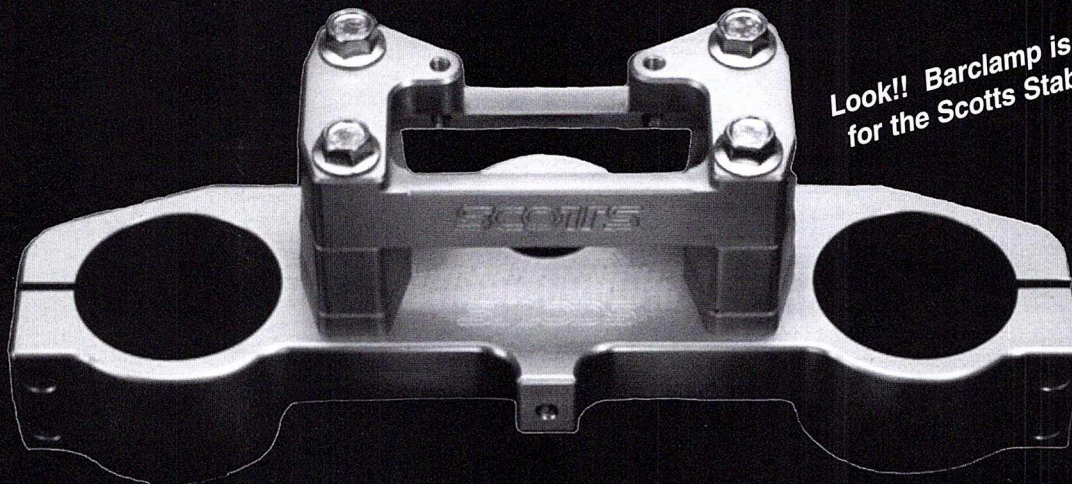
Jack Lafferty, Jr. rode a strong race, maintaining the fourth place position for the first four laps. Jack Jr. passed Atkinson during his fifth trip around the course to claim the number three position, which he held until the finish, coming in less than three minutes behind the leaders. Jack's brother Rich Lafferty again used a shaky start as an excuse to work his way through the pack. During the course of the race, the middle Lafferty passed Bob Bennett, Dan

Sharpless, Atkinson et. al., to earn the fourth overall spot at the end. Atkinson held on for a fifth place finish. That, coupled with his win at Budds Creek, makes him the odds-on favorite to win the series championship with just the final round remaining.

Rounding out the days top finishers, were Steve Pfeffer (Hon), Bob Bennett (Hon), Jamie Wright (Yam), Craig Shenigo (KTM) and Bob Solomon (KTM), who finished in the sixth through tenth overall positions, respectively. Like the leaders, each rider completed seven laps for the day. The series closes out with a final round to be held at Lembo Lake (Modena, NY) on November 14. ↑

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1999 YAMAHA TTR250

You know, it's not a bad little bike....

The Yamaha TT-R250. Another entry in the recently crowded four stroke skirmishes, albeit the under populated quarter liter class. While we're still waiting for KTM or some other manufacturer to kick out a rip snorting, 250cc water-cooled XR killer, Yamaha went ahead and filled that breach in another way, providing an alternative to Honda's prototypical trail machine. This one however, has a twist, one that has drawn considerable attention to an otherwise ordinary trail bike. That twist is, of course, electric starting. Sell this bike as a kickstart model and you'd be hard pressed to get magazine editors to touch it with a ten foot pole. Snooze city. Add the magic button though, and you've got interested parties coming out of the woodwork.

We received this fresh '99 test bike just this past summer, late enough in the season so that by the time this test is printed, everyone's already turned their attention to year 2000 models. Rest easy though, the '00 model TTR is changed little over our '99 mount. Unfortunately, neither year TT-R250 got the full race treatment of the YZ400, and for that matter, it shows less breeding than even the WR400. However, it is a surprisingly pleasing trail mount that shows potential as an amateur racer, certainly competitive in the novice and intermediate classes, and perhaps even at expert levels in some technical venues with a little work.



Motor

The TTR has a simplistic air cooled motor with a grunty, XR250-like power band. If you were blindfolded, you might have a hard time telling the two apart. The motor is a take off part from a Yamaha model designed for a non-U.S. market, so it's been in production for some time and has had all the bugs worked out. If you've ever picked up an issue of Australasian Dirt Bike magazine, you could hardly miss some reference to the venerable Yamaha 250 four strokes sold there.

Since its had years of development, our U.S. model TTR is going to be rugged and dependable. Like the Honda, there's lots of low end pulling power, although

the TTR seems to sign off earlier. As such, you can short shift the six speed box for a nice easy trail pace. This bike really hooks up in snotty conditions. However, to really make the Yamaha go, you have to treat it like a 125 two stroke and rev without remorse. By doing this, some of our A class test riders could achieve a pretty darn good clip in the woods.

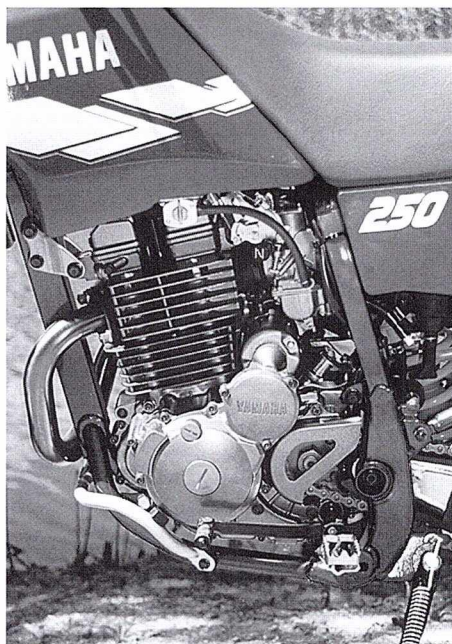
In trying to get a little more bark out of the Yamaha ponyplant, we confirmed that removal of the tail pipe end cap doesn't do much of anything. However, removal of the end cap and spark arrestor screen does in fact buy you some extra snap and overrev, naturally at the expense of more noise. Not excessively so, though. From an engineering standpoint,

the main difference between the Yamaha and Honda motors is that the Yamaha is a double over head cam (DOHC) design, versus the single over head cam (SOHC) design employed by the XR. SOHC motors use valve rockers that require periodic clearance adjustment, while Yamaha's DOHC heads are pretty much maintenance free.

Our '99 test bike came equipped with a Teikei Y30P/1 (30mm) carb. In the stock state of tune it carbureted pretty well (at or near sea level in temperatures 40 to 90 degrees F) and never gave us any starting woes cold or hot. A couple of test riders reported an intermittent bog when the throttle was jammed to WOT—although this was not universally experienced and only occasionally at that.

The biggest problem with the stock carburetor is the lack of jets needed to tune performance for aftermarket performance enhancements and/or extreme conditions. We'd like to have tried an aftermarket header pipe and silencer, however the cottage industry is just now getting up to speed. Not surprisingly, it's hard to design a pipe if you can't change jets in order to tune it properly. Since we didn't get to experimenting with alternative exhaust systems, this never became a factor. However, the 2000 model is reported to come with a 30mm Mikuni carb, which should make plenty of owners and aftermarket tuners quite happy. In the interim, we found the 30mm Teikei to be adequate for our stock sled, as it would probably be for 90% of the prospective TTR owners out there.

The TTR250 motor has a great starting system. Electric start systems work better on smaller bore motors, especially those in a sedate state of tune. Less mass to turn, lower compression to overcome.



ISDE star Chris Smith told us, "This TTR seems to have better low end power than my XR!" It might; it's a good engine in a fun package.

by Mark Uth

Our TTR started right up in all conditions, cold, hot, dumped and lying on its side, upside down, any way, any how. It's funny how easily a dropped four stoke starts with an electric starter. I'm sure that the same machine would give fits were a kick starter the only option. The bike is equipped with a huge battery that never tired no matter how much we cranked. We thought about doing a destructive test by taking the spark plug lead off and seeing how much abuse the battery could take. However, since there's no kick-starter as a backup, we thought better of it. Regardless, the sealed, street bike sized battery was EverReady Bunny dependable.

Chassis, Handling and Suspenders

The TTR gets mixed marks in the suspension and handling departments. Although a full sized chassis,



This is what you call "beyond the design intention." The TTR was made to be simply trail ridden, but it works well enough that our testers were tempted to fling it around.

the TTR is still a small bike that has a somewhat cramped riding position for taller riders. It has minimal ground clearance, made worse by suspension specifications decidedly on the under-sprung/under-damped side. For larger riders, this can be annoying because the Yamaha under side regularly hangs up on typical off-road obstacles like uneven rocks, logs, railroad tracks, etc. Note to prospective buyers: get a skid plate, because otherwise the lower frame rails are going to look like scrap iron in short order.

Stock spring rates and damping are too soft for all but the lightest riders. We got someone at Yamaha to tell us that the spring rates are 0.41 N/mm up front and 6.0 N/mm for the shock. Quite frankly, this is hard to believe. The non-cartridge conventional fork just slams through the entire 11 inches of travel with the slightest provocation. Clicker adjustments were of dubious use—they just didn't seem to provide enough damping when turned fully in. Additionally, there is no fork rebound adjustment. On the other hand, one of our test riders was a smaller, 150 pounder, and he simply loved the ergos and front suspension. His comments, "Spring rates are so compliant, perfect for the rocks. I can just crash through logs, even big ones, without a second thought." Unfortunately, heavier riders overtaxed the fork's spring rates and

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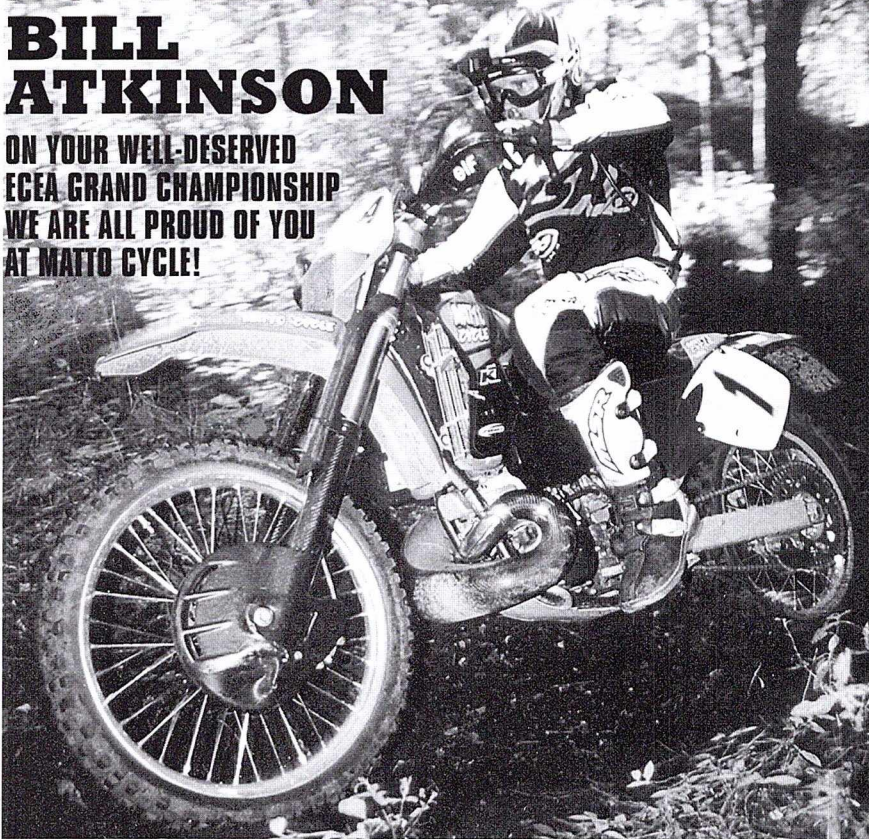
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adjustability. For trail riding and slow technical work, it's not too bad, but at speed it gets vague and hops around some. The fork will assuredly need stiffer springs and slower damping for larger, faster riders. Fork tuning is practically in that "immediate attention required" category for us.

The rear suspension and shock shows potential for big and small riders alike. Damping and spring rates seem in the ball park, providing adjustability for a wider range of riders. Shock compression/rebound clickers make a tangible difference in damping, allowing the suspension to be dialed as needed. Unfortunately during our testing, heavier riders were unable to run the shock at the optimum settings because this resulted in an unbalanced suspension package front to rear which manifested other handling quirks. In order to balance things with the mushy front end, the shock setting had to be softened to excess. Of course, this was not a problem for our flyweight tester as he remained happy as a pig in slop.

With its soft front end and compact size, the TTR shows great potential as a nimble, quick-turning platform. Its short wheel base was easy to bend around typical trail obstacles. Front end diving was a notable phenomena (again, for us lard butts), however at technical trail speeds (read: slow) it totally ignored sharp obstacles like roots and logs. As with most four stroke trail bikes, the suspension becomes confused in sections of repeated obstacles, like whoops or rock gardens. You learn early on to respect whoop-de-dos at race speeds (or you die). Bottom line, if you're considering the TTR seriously, you'd best bank on some serious suspension work up front.

Ergos and Controls

There is a ton of cool stuff on this Yamaha. It comes equipped with great, well thought-out controls and control logic (read: lighting, ignition, kill and starting



We found the TTR to be tractable and fun, even considering its stock limitations. Yes, it's heavy and softly suspended, but has a ton of potential.

switches). The keyed ignition switch is tucked away on the frame behind the steering stem, completely out of harm's way. The starter button is located next to the throttle and will only crank with the ignition switch in the on position. Similarly, the lights remain lit whenever the ignition switch is on, with the motor running or not. However, a handlebar mounted lighting switch allows the lights to be turned off, so that the battery doesn't drain. What all this means is that for off road riding, you can leave the ignition switch on all the time without fear of draining the battery.

The headlight itself is a smart looking unit, bright

and legal looking, one that passes muster in all but the most careful inspection. Likewise, the fender mounted tail light looks like it could easily assume brake light duties with some simple rewiring. The TTR shows great potential as a dual sport conversion project. As a matter of fact, one of our test riders has taken to riding it around town in stock form and has yet to be questioned by any authority.

The TTR's controls are smooth and consistent. Clutch pull is very light, perhaps the lightest pulling four stroke clutch we've ever encountered. Shifting action was excellent, aided by the silky clutch performance. Stopping was good at both ends. One of our test riders even said that the front binder was "the sweetest feeling front brake he'd pulled in some time." The TTR uses brake pads common to late model Yamahas, and as such there's plenty of top quality replacement options.

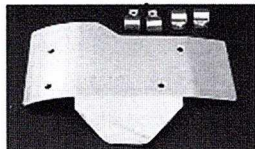
The TTR's throttle uses a single cable design, unencumbered by dual cable schemes found on many four strokes. This saves weight and eases maintenance chores when fiddling with the carburetor. The TTR also comes with an unusual resettable mechanical trip odometer, a four digit unit that records to 999.9 miles. It's not exactly clear where this might be an advantage, however it's cool nonetheless. Certainly fuel range is less than the century mark, around 60 miles or so, depending upon conditions.

The seat on the TTR is quite the futon, a boon to anyone who's ever complained about the thin hard slabs found on some scoots. There's room for two on the soft, wide platform should need be. The TTR also retains a rear fender support hoop, like enduro bikes of old. This lends itself to the mounting of additional hardware like signals, tail lamp/license plate holder, grocery racks, etc. Did we say that this bike begs for a dual sport project?



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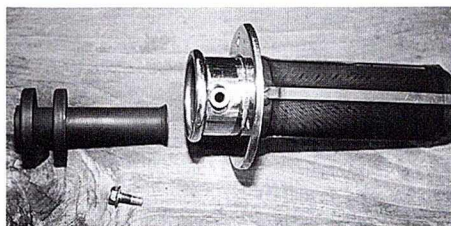
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Yamaha TTR250 Specifications

Wheel base	55.3 in.
Seat height	36 in.
Ground clearance	12 in.
Weight (wet w/fuel)	273 lb.
Engine type	Air-cooled DOHC four stroke
Displacement	249 cc
Bore and stroke	73.0 X 59.6 mm
Compression ratio	10.2:1
Lubrication system	Wet sump
Oil capacity	1.53 qt.
Carburetion	Teikei Y30P/1 (30mm)
Transmission	6 speed
Final Drive	13/52
Ignition	CDI
Accessory coil	140 watts (estimated)
Headlight	Single beam, 35 watt
Chassis	Semi-double cradle
Fuel tank capacity	2.64 gal.
Front tire	80/100-21 Dunlop D739
Rear tire	100/100-18 Dunlop D739
Front suspension	Conv. fork w/adj. Comp. damping
Front wheel travel	11.02 in.
Rear suspension	Linked gas shock, adj. Comp. and rebound damping
Rear wheel travel	11.02 in.



On the right is the internal spark arrestor assembly, and on left the stock noise insert. Remove the insert and the bike runs a little better, without too much extra noise.

For rolling hardware, the TTR is equipped with nice looking alloy wheels (hubs and rims), shod with Dunlop D739 tires front and rear. The wheels are not Yamaha's best, but they're as good as anything in the class. Driving the rear wheel is a DID o-ring chain riding on steel sprockets front and rear. Final drive is 13/52. Regarding chassis related gripes, we could nit pick about the kickstand (it sticks out a lot and catches on passing trees and rocks) and fuel tank graphics that are kind of thin—a protruding knee brace made quick work of them during a single trail ride. But it would be minor sniveling, for sure..

The Trailhead

Box stock, the Yamaha TT-R250 is a capable, well refined trail machine that shows some potential as a competitive amateur racer. The suspension will require the most attention, especially for heavier riders, although a freer breathing header pipe and muffler wouldn't hurt either. For sure, the more technical the trail, the more test riders liked the TTR, except for those few occasions where big logs or rocks had to be conquered. That ground clearance thing precipitated several memorable crashes.

The TT-R250 is priced right where it should be, near dead even with its XR competition. Of course, at that price you're also getting the magic button, a factor that certainly weighs heavily on any thumper purchase. If you're set on a TT-R250 for the purpose of competition, we'd recommend you look for a 2000 year model, as its Mikuni carb will provide simpler adjustability than the '99 model's Teikei unit. Either way, rest assured that the TT-R250 will provide many miles of dependable off-road fun. As for our '99 test bike, we're facing a bit of a cross road ourselves. What's next? A conversion project to pocket rocket or dual sport stalwart? The jury's still out. ↑

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Pine Barons Enduro

By Mark Uth

Round #19 Chatsworth, NJ 10/24

Bill Atkinson (KTM) iced his first ever ECEA Enduro Series championship with the overall win at the Pine Barons enduro. In a tightly scored event, the Matto Cycle, KTM, MSR, Elf Lubricants, Scott USA, Enduro Engineering, Sprocket Specialists, FMF, Pirie Composites, Dunlop, Murtco Powder Coat-sponsored rider somehow managed to shave a point in the final test, dropping three there to post the only five point card for the day. "I almost had a four, too," Atkinson explained afterward, having just missed the flip of the card in the day's first section. Nonetheless, five was the right number to secure his fifth overall win of this waning 1999 season. Second overall went to a KX250-mounted Steve Pfeffer, whose 346 emergency points led the numerous six point cards turned in by the day's top finishers. Pfeffer, a longtime Honda pilot, recently switched to a Woodbury Powersports sponsored 2000 model Kawasaki, on which he plans to campaign in the coming year. "I haven't done any suspension work to the bike yet," Pfeffer noted, "just mounted up hand guards and went racing." His second place was his best finish of the '99 season, and it earned him the High Point A trophy to boot. Rounding out the podium in the third overall slot was AA stalwart Craig Shenigo (KTM), who finished a mere second behind Pfeffer at 6/347.

The Pine Barons Enduro Riders hosted their annual clock run, originating from the grounds of the New Jersey ORV Park. The club laid out a ride of approximately 75 miles, split by two remote refueling stops held at the Carranza Memorial. This divided the run into three "loops," each of which had its own special test sandwiched by check-in/check-out and 3.2 miles in length.

The rest of the day was spent timekeeping over selected plow lines and sandy two-track roads. However, recent rains had many of these timekeeping connector sections laced with formidable water crossings, puddles and swamps. Riders were often faced with the decision as to whether to challenge the water obstacles directly (which varied in depth from a couple of inches to a couple of feet) or to try your luck at the tricky trails that skirted their outskirts. Not a panacea, as these cut-

arounds quickly formed wheel-deep, bike-sucking ruts for later rows. The entire ride was run at a 24



Clockwise from above: Mike Lafferty kept it pinned all day at Delaware, and won his fourth national in a row. Bill Atkinson was the big winner at Pine Barons, both the overall and the season championship. Raffi Peterson hangs off at Delaware, heading for a fourth in the A250 class.

Photos by Jungle Dave and P. Clipper

MPH speed average and as such, time lost while negotiating various water obstacles was fortuitously recouped by romping down ensuing sand roads and plow lines in top gear.

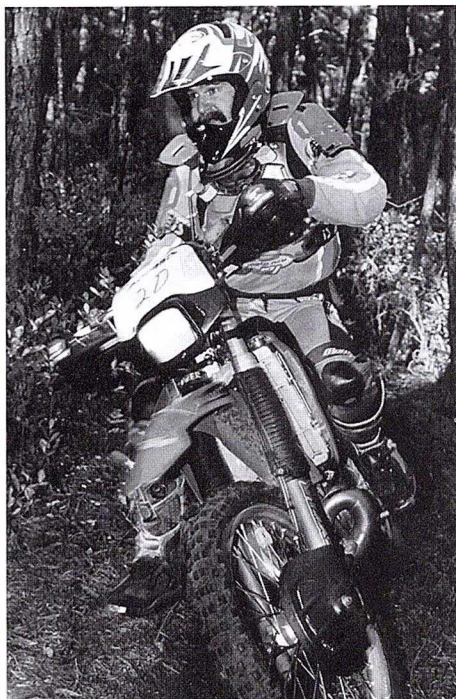
The race began with an extremely cool ride out of the start control, six-plus miles of pavement used to get riders from the ORV park to the state forest. While key time temperatures were in the high 30s, the weather turned out to be just about perfect from there on in as things warmed up to the high 50s, under mostly clear skies. Sections were primarily comprised of well worn sand trails through stands of pitch pine and scrub oak, rippling with gargantuan whoop-de-dos.

In the first section, a dozen or so top riders checked out at two minutes down, Atkinson posting the best emergency points tally at 98. During the second loop, an improperly placed course reset marker caused



substantial confusion just prior to the check-in to that loop's lone test. Riders who heeded the false reset found themselves late checking in, while riders who missed it burned the check-in for big points. Both checks were summarily tossed. The day's final section was essentially a four mile section of trail, however, the club threw in some trickery by locating the check-in eight-tenths of a mile in. As such, it was a race to reach the emergency check-in on time, with one point lost by the majority of riders. After this check, the test continued with some tight bottom land trail that rutted up quickly and completely. Again riders attempting to extricate trapped bikes confounded the progress of later rows. In spite of this, Atkinson went 0-3 through the two emergency checks, while the remainder of the front runners posted 0-4 scores. At the final check-

AME



Mark Uth doesn't get to pick his own photos for these stories, so we figured we'd show you a shot of him winning the A Senior class at Pine Barons.

out, Atkinson's pace was more than 30 seconds ahead of his next closest competitor.

With that, it was backtracking on blacktop back to the ORV park for final scores to be posted. Trailing the trio of top finishers, Atkinson, Pfeffer and Shenigo, was Jack Lafferty, Jr. (Suz) who finished fourth overall, ten seconds behind Shenigo. While Atkinson had sealed the series championship with his victory, Jack Jr. likewise secured the podium's second step for the 1999 campaign, with his fourth place showing. Steve Larkin pushed his Yamaha thumper to a fifth overall seeding, dropping 6/381 to earn top honors in the A Four Stroke class. Sixth overall and the first place trophy in the A250 class was earned by Mark Hummel (Hus) with a 6/387 while AA competitor Jeff Kirchner (Kaw) filled the seventh overall slot at 6/391 down. Rounding out the days top finishers were Jamie Wright (Yam), eighth place with a 6/395 score, Paul Bitting (Kaw), his 6/401 earning him ninth place, Mark Marszalek (Hon), a 6/406 card netting the tenth overall seed, Bip Gunselman (Yam) eleventh with a 6/406 and Todd Quinn (KTM) twelfth at 6/416.

The High Point B trophy was earned by XR250 pilot James Bowen (Hon) who posted the only seven point card within the intermediate class. Runner-ups to the HPB at eight points down were Brian Corden (KTM), Jeff Johns (Kaw), John Hummel (Yam), Mike Sharp (KTM), and Mark Perry (Hon). In novice class action, Philip Uhland (Hon) took home the High Point C prize, his twelve point card providing a one point victory.

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Jeff Kirchner was Mr. Consistency at the last two rides, getting a fourth in class at each event.

HPC runner-ups with 13 point cards were Paul Hand (Suz), Dave Bader (Suz) and John Trendler (Kaw), who each earned respective class victories in the C200, C250 and C Veteran classes. Finally, the Masters class victory went to Bob Schmidt (KTM) who dropped 23, while the Women's class champ was Jen Eyrich (KTM) at 20 down.

Pine Barons Enduro Unofficial Results

AA

- | | |
|-----------------------|-------|
| 1. Bill Atkinson | KTM 5 |
| 2. Craig Shenigo | KTM 6 |
| 3. Jack Lafferty, Jr. | Suz 6 |
| 4. Jeff Kirchner | Kaw 6 |
| 5. Mike Mchale | KTM 7 |

A-125

- | | |
|--------------------|--------|
| 1. Greg Davies | Yam 7 |
| 2. M. Dean Spencer | Yam 7 |
| 3. Jerry Kitts | TM 9 |
| 4. Lou Green | Yam 10 |
| 5. Craig Copeland | KTM 11 |

A-200

- | | |
|----------------|-------|
| 1. Paul Biting | Kaw 6 |
| 2. Todd Quinn | KTM 6 |
| 3. Eric Corbin | Kaw 9 |
| 4. Frank Gluck | Kaw 9 |

A-250

- | | |
|------------------|-------|
| 1. Steve Pfeffer | Kaw 6 |
| 2. Mark Hummel | Hus 6 |
| 3. Jamie Wright | Yam 6 |
| 4. Bob Solomon | KTM 7 |
| 5. Bill Gilbert | Yam 7 |

A-Open

- | | |
|------------------|-------|
| 1. Martin Graver | KTM 7 |
| 2. Mike Beeler | KTM 8 |
| 3. Al Switzer | KTM 8 |
| 4. Tom Folkl | Mai 8 |
| 5. Michael Crum | KTM 9 |

A Four Stroke

- | | |
|---------------------|-------|
| 1. Steven Larkin | Yam 6 |
| 2. Jeffrey Botsford | Yam 7 |
| 3. Lewis J Smith Jr | Hon 8 |

- | | |
|----------------|--------|
| 4. Joe Wallace | Hon 11 |
| 5. Rob Comber | Yam 11 |

A Veteran

- | | |
|-------------------|-------|
| 1. Mark Marszalek | Hon 6 |
| 2. Jim Gunselman | Yam 6 |
| 3. Dan Polak | Kaw 7 |
| 4. John Walter | Kaw 8 |
| 5. Steve Aretz | Hon 8 |

A Senior

- | | |
|--------------------|--------|
| 1. Mark Uth | KTM 7 |
| 2. W. Fontanazza | Yam 8 |
| 3. Dave Barlow | KTM 10 |
| 4. Bill Atherholt | KTM 12 |
| 5. Clifford Tenney | KTM 20 |

A Super Senior

- | | |
|-----------------------|--------|
| 1. Scott Wolf. | Yam 10 |
| 2. Jack Lafferty, Sr. | KTM 12 |
| 3. Bob Agonis | Gas 12 |
| 4. Rocco Spano | Yam 13 |
| 5. Pete Parlett | Hon 14 |

B-125

- | | |
|----------------|--------|
| 1. Randy Loper | Hon 9 |
| 2. Kim Plummer | Suz 9 |
| 3. Ron Decaro | Yam 11 |
| 4. Steve Brown | Yam 12 |
| 5. Alan Bopp | KTM 12 |

B-200

- | | |
|------------------|--------|
| 1. Brian Corden | KTM 8 |
| 2. Jeff Johns | Kaw 8 |
| 3. Mario Depalma | KTM 12 |
| 4. Mack Delong | Kaw 12 |
| 5. Jeff Harrison | Kaw 12 |

B-250

- | | |
|------------------|-------|
| 1. John Hummel | Yam 8 |
| 2. Lonnie Lawson | Suz 9 |

- | | |
|--------------------|-------|
| 3. Bruce Lowman Jr | Hon 9 |
| 4. Jim Shainline | Yam 9 |

B-Open

- | | |
|--------------------|--------|
| 5. Robert Trout Jr | Yam 10 |
| 1. Michael Sharp | KTM 8 |
| 2. Tim Gallagher | Hus 9 |
| 3. Steve Jamison | Gas 11 |
| 4. Trevor Davies | KTM 13 |
| 5. Eric Aaroe | KTM 15 |

B Four Stroke

- | | |
|--------------------|--------|
| 1. James Bowen | Hon 7 |
| 2. Mark Perry | Hon 8 |
| 3. Mark Schleeweis | Hon 9 |
| 4. Chris Brown | Hon 9 |
| 5. Darren Goff | Yam 15 |

B Veteran

- | | |
|------------------------|--------|
| 1. Steve Bowman | Hon 10 |
| 2. Bill Gilmore | Hon 10 |
| 3. Jim Aiello | KTM 10 |
| 4. Todd Fenton | KTM 10 |
| 5. Dewitt Harrell, III | KTM 11 |

B Senior

- | | |
|----------------------|--------|
| 1. Daniel Compton | KTM 9 |
| 2. Ed Mainiero | Hon 9 |
| 3. James Devlin | Yam 11 |
| 4. Joe Dublas | Kaw 12 |
| 5. David J. Van Pelt | Kaw 12 |

B Super Senior

- | | |
|---------------------|--------|
| 1. Craig Burfield | Kaw 11 |
| 2. George Bressler | KTM 13 |
| 3. Jim Christiansen | KTM 19 |
| 4. Tim Stibitz | Kaw 22 |
| 5. Craig Morris | KTM D |

C-200

- | | |
|--------------|--------|
| 1. Paul Hand | Suz 13 |
|--------------|--------|

- | | |
|---------------------|--------|
| 2. Allan Hughes, Jr | KTM 14 |
| 3. Joseph Volpe | Kaw 15 |

C-250

- | | |
|-------------------|--------|
| 4. Richard Peters | Yam 17 |
| 5. Clayton Vieni | Kaw 18 |
| 1. Philip Uhland | Hon 12 |
| 2. David Bader | Suz 13 |
| 3. Michael Graden | Kaw 15 |
| 4. Paul Tillberg | KTM 19 |
| 5. Stephen Marvin | KTM 22 |

C-Open

- | | |
|----------------------|--------|
| 1. Mike Christiansen | KTM 14 |
| 2. Troy Suggs | Yam 18 |
| 3. Nicholas Angelus | KTM 23 |
| 4. John Hulse | KTM 31 |
| 5. S. Youncofski | Hon D |

C Four Stroke

- | | |
|------------------|--------|
| 1. Jeff Booth | Kaw 15 |
| 2. Brock Bougor | Kaw 19 |
| 3. Gary Skyta | Kaw 20 |
| 4. Steve Foster | Hon 20 |
| 5. Chris Griebel | Hon 21 |

C Veteran

- | | |
|--------------------|--------|
| 1. John Trendler | Kaw 13 |
| 2. Chris White | Kaw 18 |
| 3. Robert Defranzo | Yam 20 |
| 4. Maurice Kiernan | Suz 23 |
| 5. R. Janiszewski | Kaw 23 |

Women

- | | |
|--------------------|--------|
| 1. Jennifer Eyrich | KTM 20 |
| 2. Merle Compton | Kaw 34 |

Masters

- | | |
|----------------|--------|
| 1. Bob Schmidt | KTM 23 |
| 2. Ed Baker | Kaw 29 |

Delaware National Enduro

By Paul Clipper

Season Finale, Delaware City, DE 10/31

Mike Lafferty headed up the trick or treat pack at the Delaware State Enduro today, running out to an early lead and the overall win. The Moose Offroad, KTM factory pilot charged away from the starting line like a wild animal, and never let up all day. With the

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Delaware National Enduro			4. Raffi Peterson	65	4. R. Bogle	110	4. Eric Hartem	105
Class Results			5. Brian Russell	67	5. K. Plummer	113	5. Mike Nolen	108
Mike Lafferty	29	A Open	1. Dave Gunn	61	B 200		B Super Senior	
Grand Champion			2. Matt Spigelmyer	64	1. Charles Bays	95	1. Craig Burfield	64
Joel Dengler	32		3. Al Switzer	66	2. Jeff Johns	101	2. R. Smith	226
High Point A			4. Dean Spencer	68	3. Darrin Malone	103	3. Tim Stibitz	354
Mike Sharp	67		5. Steve Guers	71	4. Mark DeLong	104	C 250	
High Point B			A Four Stroke		5. Allan Frei	121	1. Phillip Uhland	79
John Trendler	62		1. Marc Grossman	56	B 250		2. G. Gotfried	87
High Point C			2. Steve Larkin	67	1. C. Baker	69	3. M. Fischer	93
Pro AA			3. Stacey Clark	68	2. John Hummel	80	4. M. Graden	96
1. Mike Lafferty			4. Phil Carlin	72	3. Peter Burnett	80	5. D. Kough	101
2. Rich Lafferty			5. Lewis Smith	77	4. Jason Cambell	89	C Veteran	
3. Bill Atkinson			A Veteran		5. Carmen Tino	104	1. D. Allen	80
4. Kevin Bennett			1. Doug Deaton	56	B Open		2. R. McGregor	102
5. Tom Norton			2. Jim Gurselman	62	1. Tim Gallagher	78	3. C. Wilson	104
Regional AA			3. Todd Reder	62	2. Brian Zregentmaler	97	4. G. Clark	110
1. Fred Hoess			4. Rich Moyer	70	3. Dave Burns	103	5. D. Jenniings	112
2. Steve Edmondson			5. Jim McCommon	71	4. Steve Jamison	103	C 200	
3. Jack Lafferty Jr.			A Senior		5. T. Davies	111	1. D. Allen II	66
4. Jeff Kirchner			1. Terry Tucker	66	B Four Stroke		2. J. Williams	89
5. Chris Smith			2. Dwight Rudder	67	1. Doug Van Horn	87	3. G. Ringler	102
A 125			3. John Farrar	72	2. D. Stegall	87	4. G. Clark	108
1. Pat Emmons	81		4. Wayne Fontanazza	74	3. J. Chapman	100	5. B. Glenn	112
2. Tim Shann	103		5. Cliff Tenney	76	4. R.. Barr	103	C Open	
3. Craig Copeland	104		A Super Senior		5. Jason Gantt	104	1. M. Tegeder	91
A 200			1. Scott Wolersberger	82	B Veteran		2. A. Gardfano	95
1. Glen Scherer	59		2. Jack Lafferty Sr.	83	1. Jim Aiello	82	3. M. Ufferfilgem	100
2. Robert Mohn	60		3. Jim Vandenburghe	112	2. D. O'Neill	85	4. T. Suggs	147
3. Todd Quinn	66		4. Dave Verdetto	118	3. Todd Fenton	89	5. M. Ossanko	177
4. Dave Mealing	70		5. Bruce Triplett	137	4. G. Cavanaugh	105	C Four Stroke	
5. Paul Bitting	77		B 125		5. R. Baker	105	1. B. Sigety	95
A 250			1. Randy Loper	91	B Senior		2. J. Veres Jr.	103
1. Mark Hummel	51		2. J. Cartwright	93	1. Robert McNeel	78	3. D. Mercillliott	103
2. Scott Bright	60		3. D. Carper	97	2. Dan Compton	90	4. R. Grove	123
3. Jeff Moyer	64				3. A. Martin	97	5. J. Booth	127

series championship already decided in Ty Davis' favor, Lafferty had nothing to gain but one more win in front of his home crowd, but that was one powerful incentive for the two-time national champion.

Another incentive may have been ruffled feathers. He was riding far back from the rest of the AA pack, on minute 41C, a fairly late number for Delaware, and considered a handicap by most. "I don't know why I'm

back here," Lafferty commented to us before the start, "and I really don't care. I'm still going to beat them all by ten points." Lafferty was definitely riding with the confidence of Muhammad Ali, but according to enduro referee Charlie Stapleford, no slight was intended. "Michael sent in his entry late, pure and simple," said Stapleford, "He missed the drawing and we followed the rules and gave him the next number available. Same thing happened with Fred Hoess. He was even later than Michael, and the best we could do for him was row 60."

With the season decided at the Michigan round, most national AA competitors simply stayed home, a situation Randy Hawkins tried to alleviate. "I wanted to get as many riders as I could up to Delaware, just to help the club out. I talked to Fred Andrews and some of the other GNCC guys, just trying to get some more riders up, you know," he told us the week before the event. His efforts didn't pan out, as he and Lafferty were the only major national AA riders in attendance. Not to say they were lonely. The combination of good weather and late-season enthusiasm drew 450 riders to Delaware City for the Delaware Enduro Riders' annual event, and they were not to be disappointed. The DER put together a selection of sections broken up by 18 checkpoints, every section capable of taking points from most riders. The club did a fantastic job of keeping all this together, and proved once again that they are one of the most professional enduro clubs in the country.

For all his enthusiasm for the ride, Randy Hawkins had miserable luck there. He started out possibly too aggressively, and wound up suffering clutch trouble almost right away on his WR400 Yamaha. He took the time to fix it, a chore that must have impacted his score, but them immediately upon getting going again he hooked something in the heavy brush and wound

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Randy Hawkins came to Delaware with great hopes, but had miserable mechanical luck.

up tearing an external oil line off his bike. He couldn't fix the problem out in the field, so he wound up packing it in at one of the morning checks.

That left Lafferty to do battle with his local competition, which in one case turned out to be stronger than he expected. Suzuki GNCC rider Joel Dengler was on hand for a little rare enduro experience. Dengler, a former local pro motocrosser, spent this season getting his feet wet in the GNCC series, finishing up in the top ten. Enduros have never been his main ambition, but with seasoned ECEA vet Bruce Dengler for a father, Joel was certainly getting some good coaching. Lafferty and Dengler wound up knocking heads all day, and Dengler made sure that ten-point spread was impossible.

It was tough going, though. The riders left the start, straight into a quick points-taking section that was bathed in early morning (7:00 a.m. start) fog. Goggles were definitely getting a workout, but Lafferty singled everyone else by dropping a single point at the first check-out, the only rider to do so. A second section of the mysterious local phragmites reeds, six-foot tall vegetation that makes the Delaware experience unique, followed the first after a check-in, and once again Lafferty carded through with a single point. The first sections left everyone scrambling, all dropping two points or better, including Dengler, Michael's brother Richard Lafferty (KTM), Hoess (Hus), Bill Atkinson (KTM), and Chris Smith (Hon) among the two-pointers. Smith, who missed the Six Days this year and most of the summer racing season working out a series of medical problems, was riding an XR250 engine in a chassis he hand-made from chromoly tubing and CR125 parts. The unique-looking machine seemed to work really well, and since Smith was last year's overall winner part of the day's attention was spent his way.

After the first gas stop, the riders charged off into back-to-back sections, including a new "grass track" style loop and Delaware's infamous stream section and the bluntly-named Husky Seize Road. Lafferty went 4 and 4 at the two checks, a good score, but Dengler must have been possessed going into the section, turning in a 2—4 over the two checks. Five and 6 is the closest combination anyone else could muster, from Richard Lafferty, Hoess and Smith. Everyone else did 5—7 or better.

A check-in on the north side of the Summit Bridge

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over the Chesapeake and Delaware Canal put the riders into Danny's Woods, where Lafferty once again set fastest time with a four. Dengler and Hoess both dropped five over the same section, while Richard Lafferty, Atkinson, Kevin Bennett (KTM) and Steve Edmondson all scored six. Chris Smith had bad luck in the section when he caught a stout branch badly and had the fuel petcock ripped right off his gas tank. He repaired it on the spot and finished the race, but not without losing 19 points at the check-out.

From the check-out the riders had no reset, but an easy ride to the famous Sluice section—a rock filled downhill wash full of slippery boulders. It was an interesting timekeeping problem, if you knew what you were doing, since a Known Control was on the other side of the Sluice, and the "free" mileages between that and the preceding check overlapped. In AMA rules, you have three miles of free territory following a check, and two before, and if you watched your route sheet and knew the rules there was no way the club could have a check between the two. The rules also say you can be up to 15 minutes early at a Known Control, so timekeeping wasn't an issue unless you dummied up and waited until you were back on time to enter the Sluice—and then got stuck in traffic. All the top riders easily zeroed the section and went on to the closed gas stop behind the Summit Point Marina.

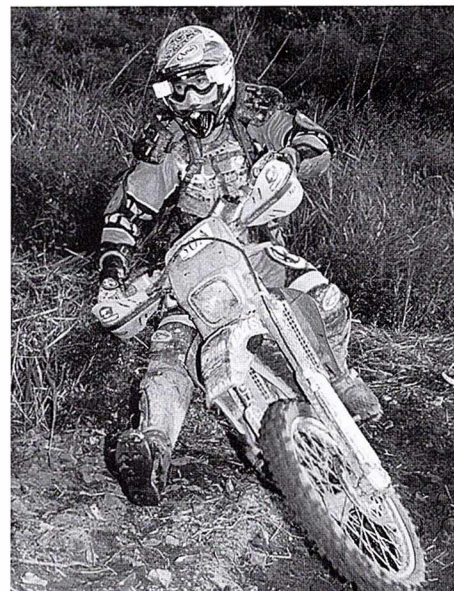
The toughest section of the day started next at Gloryland Park, the historic starting point of the old Delaware enduro. Eleven miles of tight, slippery woods awaited the riders, and Lafferty once again was on top of his form, knocking off the section with only eight points lost. The closest riders could only manage 10 points, including Dengler, Richard Lafferty and Hoess. Chris Smith was back on form, leading a pack

of 11 point riders, including Atkinson, Bennett, and NETRA hare scrambler Tom Norton (Yam).

Back to back checks in Delaware's hare scrambles loop took more points after the gas stop, with Lafferty still leading the pack with 2—2. The best anyone else could manage was 3—3, including Dengler, Richard Lafferty, and Bennett, while Atkinson checked out with a 3—4. Three zero checks followed—you had to watch yourself or it was easy enough to pick up a burn, as Chris Smith found out at the first one—and then came the last section of the day. Dengler was ready for it, and hammered through the last bits of phragmites and sand pit whoops for a two point loss, besting Lafferty by a single point, but it was too little too late. Lafferty's total was 29, while Dengler could only muster 32; the next closest competitor was Richard Lafferty with a 39. Mike did beat his brother by ten points.

Fourth overall was Fred Hoess, who wasn't pleased with his score but since he is still recovering from a severe facial injury, we think he did very well, especially from back on the 60th minute. 1999's ECEA Grand Champion Bill Atkinson was fifth overall with a 44, and former ECEA Champ Kevin Bennett took his KTM 125 to sixth with a 45. Past NETRA hare scrambles champion Tommy Norton came down for the ride, cranking his Yamaha 167 around the course with a 48 for seventh overall, and Steve Edmondson of Hardy, Virginia, finished eighth with a 49. ECEA rider Mark Hummel was the second A-250 rider to crack the top ten, finishing ninth with a 51, and Michigan's Ron Scharphorn rounded out the top ten with a 54 in the AA class.

High Point A for the day went to Joel Dengler, for the great job he did keeping Lafferty on his toes, and High Point B went to Mike Sharp, who got to the finish with



Rumor has it that Tommy Norton is going to get serious about enduros in 2000. He finished seventh overall at Delaware, not bad for not serious.

an excellent score of 67. The C, Masters, Women, B Seniors and B Super Seniors took a trip around an ingeniously shortened course, and the best finisher among them was John Trendler, who won the High Point C award with a 62.

It was a long day—the last rider was due in at 3:30, following a 7:00 a.m. start, and trophies were handed out by 5:30. And that was it; end of the season, everybody had fun, see you all next year! ↑

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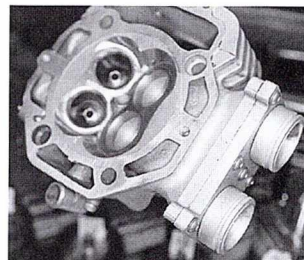
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NEW HUSKYS FOR '00

Lots of little improvements and a new model or two

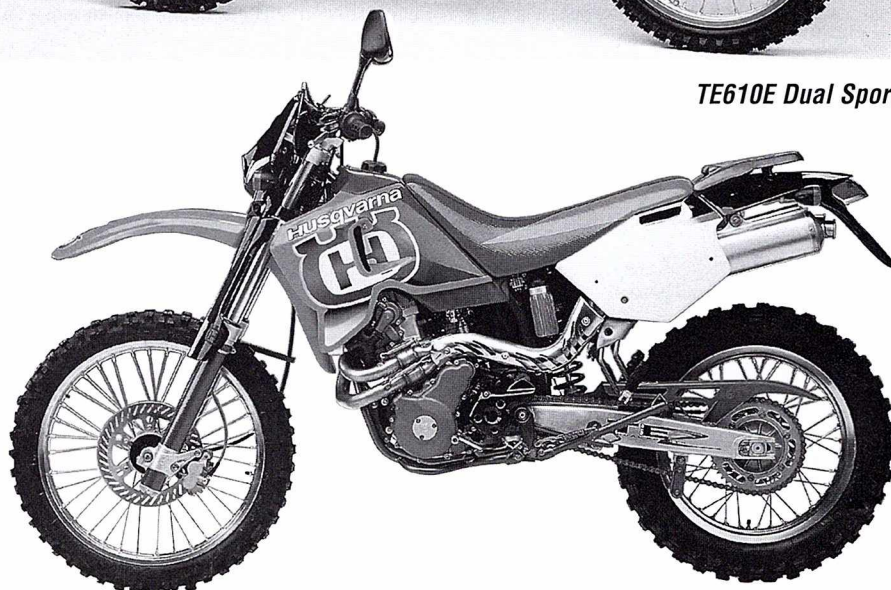
The story of Husqvarna is a long and torturous one, and a story we're only going to touch on here. They started out a long time ago—the earliest Husky I've commonly seen in the USA is about a 1968 model. Husky started out making fast, fierce dirt bikes that quickly became very popular in the Southern California desert scene at the same time they were winning classes at the Six Days. Husky had a lock on the off road world in the '80s, while Dick Burleson stacked up year after year of National Enduro Championships. The company, owned by Electrolux in Sweden at the time, was never as wildly profitable or universally known as the vacuum cleaner business was, and Husky's parent company sold the Husky marque to Cagiva Italia in 1986 or so.

It was nip and tuck there for Husky for a while, as we all know. It took them a season or two to come out with some new models, and then we were given repackaged Cagiva dirt bikes with Husky badges on them. To their credit, the owners of Cagiva Italia realized that few people were taking them seriously, so they set about to make a better Husky than Husky did, and were very close to succeeding when the company was crippled by financial problems in the mid '90s. The major interest in Ducati, Cagiva's flagship brand, was sold, and it looked for a season there that Husqvarna was going to fall by the wayside in the USA. It was a curious year—more than one Husky was vying for a world title in the World Enduro Series, and you couldn't buy one here in the States.

Well, they recovered. Cagiva USA, and Husqvarna USA, were formed, and importation of the new models was assumed by the Ferracci family, whose business was formed on very enthusiastic racing and modifying of Ducati motorcycles. That's where the business has been sitting for the past couple of years, and in the mean time Cagiva Italia has been quietly and methodically improving the Husqvarna dirt bikes every year all along. The most curious and pleasing thing about the new Huskys is that you would expect the bikes to be a little flaky, since the company has been in a sort of upheaval for so long. In reality, the bikes—this year as well as last—are among the best finished, best performing and most reliable bikes you can get right now, and we're not yanking your chain. Every time we get a new Husky test bike, we're blown away by how tight a package they're building. If you don't believe us, ask someone who owns one. For a company that frankly doesn't sell very many bikes in a year, they are not cutting corners.



WR250



TE610E Dual Sport



TE410

CR50





Husky has won two World Championships this year, 125MX with Alessio Chiodi, and 600cc World Enduro with Anders Eriksson.

For the new millennium, Husqvarna offers three new models and a host of improvements to the other machines in the line. The three newbies are a CR50 Mini, an entry level 50cc kid's bike retailing for under \$1100, the TE610E Dual Sport, a completely street-legal thumper based on the TE610 enduro bike, and the SM610S Supermotard, a street-legal 17 inch road-wheeled version of the TE610E (that is also available as a limited quantity full-on closed course race bike).

Along with bold new graphics, improvements within the full-sized Husky model line for 2000 include a new Sachs rear shock with different valving and bottoming cushion. Some folks look funny at the Sachs shock, but it works well by our experience. The bikes are also fitted with new hubs front and rear, bigger, stronger and lighter, reputedly. The hubs are the same used on the factory bikes that won the World Championship under Alessio Chiodi last year, so they must be pretty strong. In addition, a new throttle control and cable is evident on the bikes, as well as lighter brake rotors, stronger cast footpegs and mounting plates, and a narrower seat and rear subframe.

The CR motocross models (125 and 250) both are coming with new Marzocchi 45mm upside down forks with 15mm more travel than previous, up to 300mm this year. They also both use a new Brembo front brake master cylinder that delivers more braking power with less lever effort, according to the press kit we received. The WR enduro two-strokes received many small detail changes mostly concerned with engine parts—a new con rod, crankshaft and clutch for the WR125, new piston and shift lever for the WR250, and a new pipe for the WR360.

The four-stroke Huskys—TC610 MX, and TE410 and 610—all have new Dell'Orto carbs and two-into-one exhaust systems, and a new ignition system said to be more powerful and more reliable. There's a new clutch and shift lever on the four-strokes as well, and modified triple clamps to stiffen up the fork assembly. Husky also changed the rake and trail of the thumpers to quicken the steering, shortening the trail almost 4 millimeters, and tightening up the rake all with a shorter shock absorber tie rod. The TC610 MXer now uses the new upside down Marzocchi forks like the two-stroke MX machines, and the TEs both received a redesigned sidestand assembly to eliminate interference with the kickstart lever.

They all look good, and with Husqvarna USA being less than an hour away from our offices we're looking forward to getting to try most of them out this winter, if not all of them. Look for more specifications and a cool new brochure on the Huskys at your local Husqvarna dealer. ☛

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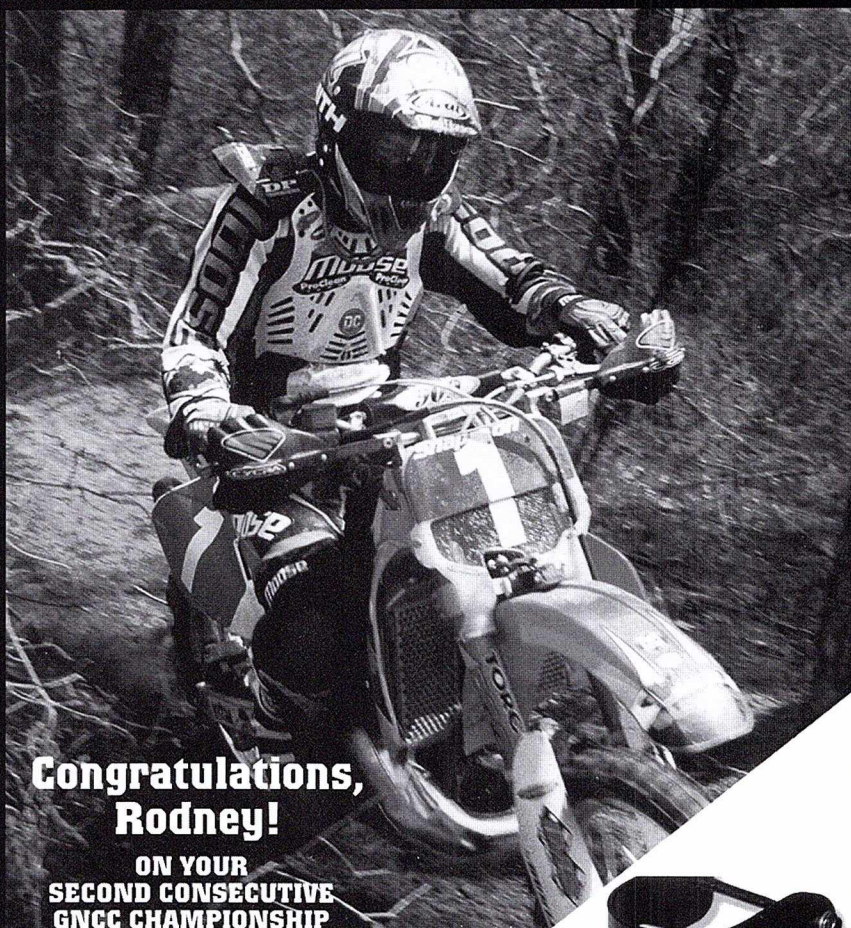
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PILGRIM'S PROGRESS

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Final Round, Assonet, MA 10/10

What a better way to end out the year than to have three new hare scrambles in a row? The Pilgrim Trail Riders moved the final race from Clarkie's to what is called the Milk Run in the Monahan enduro. The club, lead by Raffi Peterson, laid out a 10.8 mile course that started on the gas lines, ran through some tight rutty, rocky woods, then back on the gas lines before hitting the woods again. The woods consisted of nice cart roads, single tracks and plenty of rocks, ruts and roots. Classic New England terrain.

A local farmer allowed the club to use his cow farm for the parking area. As we pulled down the long road into the field a friendly sign greeted us. "Beware of large Bull in field." This brought back memories of a race at the Mohawk many years ago when several bulls were found wandering around the course while everyone was riding. Not a friendly sight. Thankfully this situation did not repeat itself.

The day started out with a threat of rain for the afternoon. But by 10 a.m., it was already pouring. The Junior and Mini race was over by the time the rain came down. Scott DeCosta backed up his prior week's win with another first place finish. DeCosta completed the two lap event in just over one hour and ten minutes, over one minute ahead of second place finisher Ryan Pytko. Sean Mullaney took the win in the Mini class with over three minutes on second place Jason Johnson. Paul Dellagheffa secured himself the Mini class championship by finishing in third place. Dellagheffa finished out the year just one point ahead of Mullaney.

The Women's class had one of the largest turnouts in a long time, with seven riders. Heidi Landon wrapped up the year with another impressive first place finish, her eleventh of the season. Second place went to former Women's class hare scrambles champ Michelle McKinnon, with Dawn Silvia taking third.

The Novices got underway just before the rain started, giving them at least a few miles of dry riding. The riders ran three laps with Junior rider Scott DeCosta once again dominating the pack. DeCosta completed

the event in one hour 48 minutes, earning himself another trophy for the day, the Novice Class High Point. The next Novice rider to come around was Honda 250 rider Derek Pacheco. Pacheco took home the first place trophy in the Novice 250 class.

By one o'clock, the rain had let up to a light drizzle as the riders lined up for the final race of the year. The year-end championship had already been wrapped up by KTM, ProClean 1000, Regina, Clarkie's, WER-backed Patrick Timothy, but second place was still up for grabs between Luke McNeil and Brian Lawson. When the flag dropped it was Midtown, IMS, Steahly's DJ Lis hooking a quick right to the inside and grabbing the holeshot. Timothy was second, followed by Ronnie's Cycles' Brian Lawson and Putnam's Luke McNeil. Valley



Top: Norton took another win at the Rooty Pilgrim, closing out the season on a high note. Below, Pat Timothy already wrapped up the championship before the Pilgrim, but couldn't get it together at this race and finished fourth.



Luke McNeil crashed so hard Norton stopped to check on him. Even so, he got up and finished second.



Motorsports' Tom Norton was still on the line kicking as the bikes disappeared into the woods.

The first half mile was tight rocky trail, keeping the pace slow and the bikes wheel to wheel. This allowed Norton to catch up before they came back out onto the gas lines. By the time they hit the woods again, it was Timothy in the lead with Lawson and McNeil right behind.

Not two miles into the lap, Lawson got hung up in a mudhole allowing not only McNeil to get by but also Norton. Lawson didn't lose much time and was back up and behind Norton right away. At the next mudhole, Lawson pinned it, regaining third place only to throw it away not thirty feet later.

After just 34 minutes, the leaders had completed their first lap, with Timothy out in front. Not five seconds back was second place McNeil. Norton was right on his rear fender in third place with Lawson not far behind. Ken Law, who was on a borrowed bike he had never ridden before, was now in fifth place, down another fifteen seconds.

"We lost sight of Timothy after the first woods section," said Norton. "I was all over McNeil but just couldn't get around him. He finally had to stop and remove his goggles and let me by. I caught Timothy a mile later only to see him slide out on a log and slam into an oak tree. He hit it just right and was able to jump off the bike and run out of it."

By the time Timothy was able to regain his composure and make sure his bike was still in one piece, he was back into fourth place. McNeil came around not five seconds behind Norton with Lawson back



Do you think Mark Burdick wears the gorilla suit because he knows we're going to run his picture, or is this part of an elaborate end-of-season ritual? Whatever the reason, he finished 2nd A Four Stroke.

another twenty seconds.

At the end of the lap, Norton stopped for goggles and gas, turning the lead over to McNeil. McNeil was

well out of sight by the time Norton came out of the pits in second place. But not halfway into the lap, McNeil went down hard in a really rocky section.

"I have no idea what I hit. It must have been a loose rock," said McNeil. "Whatever it was, it just took the bike out from under me. I had the wind completely knocked out of me and I couldn't focus right for a while."

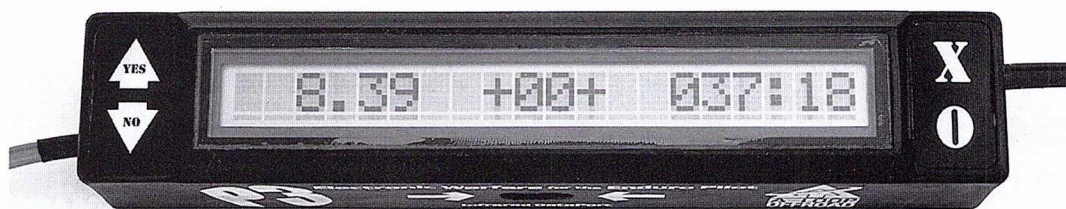
By the time Norton came around, Torco, Smith's McNeil was on the ground and a course worker was picking up his bike. McNeil hit so hard, he broke both hand guards off his bike.

"I shut off my bike and asked him if his back was alright. He just wasn't moving," said Norton. "He finally caught his breath and said his leg and arm hurt but he was all right."

It took several minutes before McNeil was back on his bike, but he only lost two positions, coming around in third place. Kevin's Cycles, C-Cycle, RPM, Tech Tubes, IMS ARTCO-sponsored Norton once again had the lead with Lawson in second down thirty five seconds. McNeil was now down almost a minute behind his main competitor, Lawson, with only two laps remaining.

As the riders headed out for their fourth lap, it started to get really dark and within minutes the skies opened and it poured. The ground was now completely covered with a nice black mud. Lappers, who had been all but null with the long laps, were now popping up everywhere. Both factors were much to the disadvantage of Fox Racing's Lawson on the fourth lap, allowing McNeil to close to within ten

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seconds without him even knowing it.

"Lawson thought I was out for the day when he passed me earlier," stated McNeil after the race. "I just lugged it behind him on the fourth lap and he didn't know I was there."

McNeil made his move on Lawson on the final lap. Lawson slid out on a corner and McNeil just pinned it and snuck by on the inside. Thor, Acerbis-backed McNeil held it pinned for the remainder of the lap, taking second place overall for the day and the number two plate for the year.

Lawson stayed close to McNeil for the entire lap but just couldn't get close enough for the pass. Lawson took third place overall down by just nine seconds.

Norton took the overall for the day, his second win in as many weeks, with Timothy taking fourth. Timothy had closed to within striking distance of Lawson and McNeil on the final lap but another log kicked his bike into a Chinese wheelie and he decided that fourth place was looking pretty good.

Fifth place was a day long battle between Ken Law and Expert 250 riders Nathan Kanney and Moose's Matt Jalbert. Law came around in fifth place on the first lap but lost it by adjusted time on the second lap to Kanney. Kanney had some problems on the third lap with fifth place changing hands again, but this time to Matt Jalbert. Jalbert wasn't about to relinquish his best finish of the year and kept it wide open right to the end, taking not only fifth place overall but the Expert class High Point. Kanney fell off the pace on the final lap and settled for fourth place in the Expert 250 class, with Jeff Staples taking second and

Rooty Pilgrim H.S.

Tom Norton Yam

Overall Champion

Matt Jalbert Yam

A High Point

Bob Langenback Yam

B High Point

Scott DeCosta Suz

C High Point

AA

1. Tom Norton Yam

2. Luke McNeil Yam

3. Brian Lawson Yam

4. Patrick Timothy KTM

5. DJ Lis Hus

Junior

1. Scott DeCosta Suz

2. Ryan Pytko Yam

3. Brian Cicciariello Suz

4. Justin Tucker Yam

5. TJ Swistro Kaw

Mini

1. Sean Mullaney Kaw

2. Jason Johnson Hon

3. Paul Dellaghefo Kaw

4. Tim Langenback Kaw

5. Matt Forrest Kaw

Women

1. Heidi Landon Kaw

2. Michelle McKinnon Kaw

3. Dawn Silvia Kaw

4. Dawn Shayer Kaw

5. Bev Simcock Yam

C 125

1. Scott DeCosta Suz

2. David Blais KTM

3. Charles DeLaura Yam

4. Edward Ilves KTM

5. Robert Costa Yam

C 200

1. Brian Cicciariello Suz

2. Sam Cotter KTM

3. David Cutler Kaw

4. James Menard KTM

5. Scott Evans Kaw

C 250

1. Derek Pacheco Hon

2. Kevin Oliva Yam

3. Chris Souza Yam

4. Randy Braxton Yam

5. Michael Maynihan Kaw

C Open

1. Jess Stone KTM

2. Michael Serrilla KTM

3. Peter Smith KTM

4. Scott Reynolds Hon

5. Timothy Reynolds Hon

C Four Stroke

1. Mike Marvin Hon

2. Brian Clyne Hon

3. Frank Arimibadd Hon

4. Todd Rushford Yam

5. Daniel Menard Yam

C Vet

1. Victor Jorge Hon

2. John Hand Kaw

3. Richard Zeleskie Kaw

4. Thomas Cooley, Jr KTM

5. Anthony Colabro Suz

C Senior

1. Paul Caouette Kaw

2. Rick Avery KTM

3. Phillip Kessler Kaw

4. Miles Briggs KTM

5. Robert Geiger Hon

Super Senior

1. Bruce Wilcox Suz

2. John Nolan Kaw

3. Peter Sullivan KTM

4. Stephen Wilcox Suz

5. Jerry Shinnors Husk

B 200

1. Rob Langenback Yam

2. Dan Young KTM

3. Darren Lutz Hon

4. Mike Wolk Kaw

5. Stephen Allegrezza Yam

B 250

1. Mike Carpenter Hon

2. Mike Coleman Hon

3. Ryan Jump Kaw

4. Tad Zimmerman Hon

5. Jeff Daigle Kaw

B Open

1. Peter Matieau KTM

2. George Fox Hon

3. Liam Zibell Kaw

4. Reginald Stevens Yam

B Four Stroke

1. James Simonds Yam

2. Greg Corbin Hon

3. Daniel Noble Hon

4. Kenneth Hawk Hon

B Vet

1. Stephen Morris Suz

2. Paul Darezso Suz

3. Mike Kraskouskas Kaw

4. Ken Hosler, Jr. Hon

5. James St. Laubout KTM

B Senior

1. Dan Murray Kaw

2. Dave Kanney KTM

3. Richard Merrill Yam

4. Pat Fogarty Kaw

5. Steve Zdon KTM

A 200

1. Denny Anderson Yam

2. Casey Griswold KTM

3. Kevin Knott KTM

4. Todd Santheson Hon

5. Ryan Dellaghefo Yam

A 250

1. Matt Jalbert KTM

2. Jeff Staples Yam

3. Dave Simcock CRE

4. Nate Kanney Suz

5. Chris Cramer Kaw

A Open

1. Anthony Geraci KTM

2. Roger Billharz KTM

3. Robert North III KTM

A Vet

1. Mark White Suz

2. Marty Mears KTM

3. Russell Bain Hon

4. Larry Silvia Kaw

5. Chris Simpson Yam

A Senior

1. James Price Yam

2. Robert White Hon

3. Steve Formanek Hon

A Four Stroke

1. Chris West Hon

2. Mark Burdick Hbg

Dave Simcock taking third place.

Robert Langenback, who had already wrapped up the Junior class title for the year, rode in the Amateur 200 class. Langenback ran all five laps in just over

three hours ten minutes to take the Amateur class High Point. James Simonds was the second Amateur to complete all five laps, taking first place in the Amateur Four Stroke class. ↑

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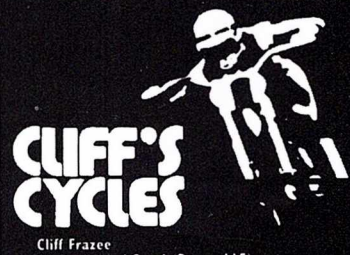
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New Product



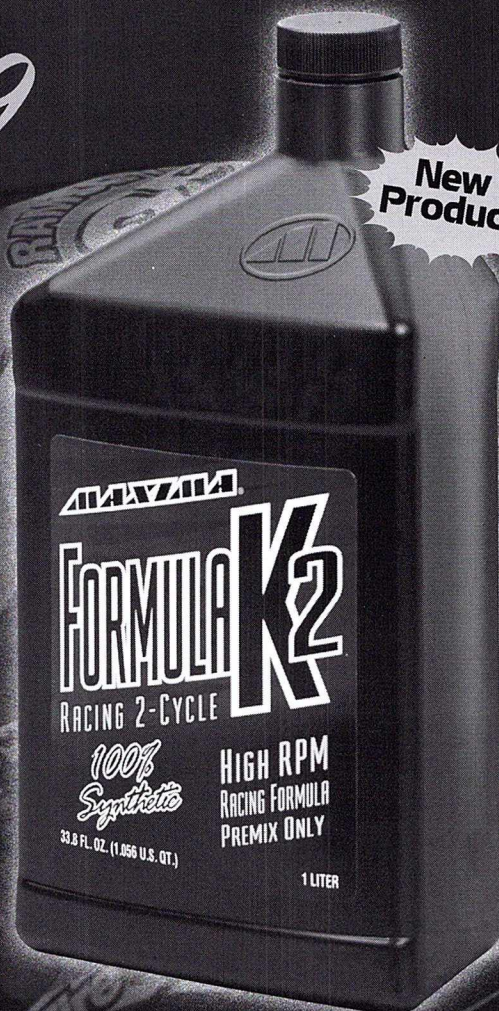
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GAS GAS '00

Stepping up to the plate

Every now and then we get to do something fun here at Trail Rider (that is, something other than wrestling another issue together), and this past November it was our treat to go down to Mississippi, of all places, and ride the new Gas Gas models for 2000. The occasion was the annual dealer new model introduction. How does one wind up 80 miles north of Biloxi to ride dirt bikes? It's simple. Gas Gas North America (www.ggna.com) is located in Cleveland, Mississippi, and their annual meeting was located in Laurel, MS, to be close to the Desoto National Forest and miles of good riding.

Gas Gas North America is owned by Don Knight, a friendly, personable gentleman who has that deep southerner's ability to surprise you with the depth of his knowledge, concerning dirt bikes in general. It appears he knows every nut and bolt on any Gas Gas made, and nearly the same amount about all the other bikes as well. His business is very much a family affair; call down there on the phone and you're liable to talk to Don, his son Nolan, Nolan's wife Paige, Don's daughter Nikki, and that's just in the direct family. Like any good business, everyone else there is just like family, including Chris Smith (not the one from North Jersey) who takes care of promotion, Bob Babcock who handles technical services, and Stacey Oswald.

For this event they took over the Ramada Inn in Laurel, and spent all of a Sunday telling a good crowd of dealers about the new bikes, about Gas Gas's Hebo line of clothing and accessories, and about plans for the new year. There's always better things to do than spend a riding day in a meeting, but the most interesting thing to us was the obvious level of aggression GGNA has advanced to. Listening to Don talk, it was like watching a rider who had spent a year riding the GNCC and was now ready to go for the series win in the new year. Gas Gas, both the North American arm and the parent company in Spain, are ready to kick it to the next level, and it should be really interesting to see what they do over the next couple of years.

One thing is for certain: They do have the bikes they need to finish on top. Their new models are lean and light, polished up and ready to take on anyone.

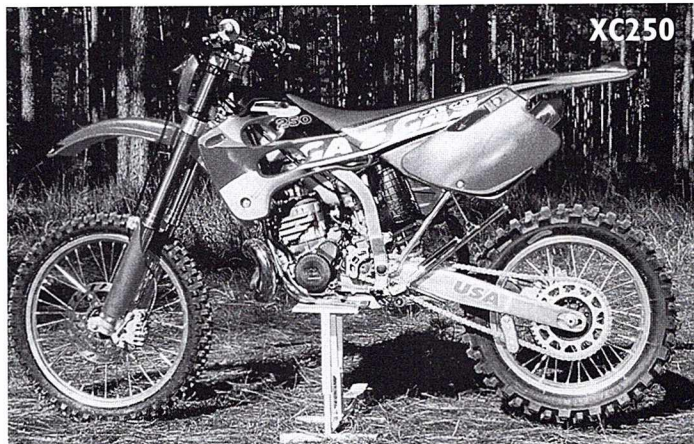
Basically, there are three models of Gas Gas machines. You'll find the "EC" enduro bikes, the "XC" cross country racer, and the "MC" motocross machines. They had ECs and XCs at this meeting, and no MCs yet, as far as we can tell. One thing that made life a little difficult there at first was the fact that they had no "XC" graphics yet, so all the bikes said "EC" on them. But, we soon figured out that you

could tell an XC by its external differences. The XC for '00 comes with WP 43mm upside down forks, while the EC uses 45mm Marzocchi conventional forks. There are other differences you can't see, like for example the XC uses a rear shock link that is a millimeter shorter, which picks the back end up and lowers the front rake figure. Both the EC and the XC use an Ohlins rear shock, but they are

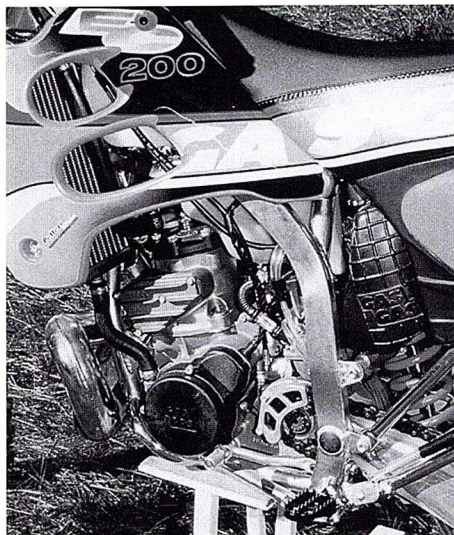
valved differently internally.

The other differences between the EC and the XC are in the engine. The bottom end is the same; transmission is the same, but the XC cylinder and head is ported slightly differently, and is configured for a 14:1 compression ratio rather than the 12:1 you'll find on the EC. This is common throughout the line, and the models available include a 200, a 250, and a 300.

The models that weren't yet available for display are also quite interesting. The MC250 wasn't there, but since we're not interested in pure motocross bikes, we didn't miss it. It sounds like an impressive bike, though. Gas Gas is also going to introduce a 300cc quad in 2000, which is something we're even less interested in,



Team rider Blair Bersano lofts his 250 through the trees. Gas Gas has a strong off road racing team for '00.



All of the bikes we tried delivered lots of horsepower, with an easy to control powerband. Nice!

but apparently quad racing is a big thing, and from the pictures we saw it's going to be a nasty machine. Then there's the four-strokes. None were available for display, but we saw a photo of the Gas Gas FSE-250, an electric-start, fuel-injected thumper that definitely looks cool. Gas Gas plans to have a 250 and a 400 in 2000, with the final prototypes reaching the U.S. some time this winter, and units available for sale by mid-summer, if everything works out. The price of the four-stroke 250 is estimated to be \$300 to \$350 higher than the two-stroke models. We were also told to look forward to a line of minis to be introduced later in the year.

Getting up bright and early Monday morning, we overwhelmed the hotel restaurant and then drove out to the woods to do some riding. The first bike we jumped on was the XC 200, and it felt good! The 200 felt as light as any 125 we've ridden, with very snappy power. The XC engine had good bottom end power but not a ton of it; about as much as you'd want if you're an aggressive rider. The midrange pull was really good, and then the engine revved out like a motocrosser. The suspension feel was firm, but not abusive, and the handling was sharp as a tack, for lack of a better simile. As a matter of fact, the XC turned so sharp and sure we blew most turns by starting the turn too early, out of habit from the other bikes we've been riding lately. All you have to do is lean the XC into the turn and give it a little nudge, and the bike snaps in that direction. Very impressive. Our positive impression of the XC 200 was "here's bike that could teach us how to ride faster!"

Off of that and onto the EC 200, for a quick comparison. If the XC 200 is a hybrid race horse, the EC 200 is a mountain goat. No, it's not that much slower, but the lower compression engine gives it a more mellow bottom-end and midrange, and you can feel a heavier flywheel weight in the package as well. The EC 200 is torquey and controlled all the time, and demands a totally different, more laid-back riding style. You can go fast on it, but it's a lot more "enduro" feeling. Same thing with the different suspension package. The Marzocchi forks are plusher, and with the slightly longer rear shock link the front end is laid-back somewhat. The XC wants you to be "on it" and driving all the time, while the EC isn't going to be upset if you sit down and cruise for a while. Two different ways of

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The XC uses the WP upside down forks, while the EC Gas Gas uses Marzocchi conventional forks.

doing the same thing; a different feel for each bike, which will make the line appealing to a broad range of riders.

The 250 was not as different from the 200 as you might think. The weight and chassis manners felt almost identical, which was really amazing. Gas Gas

didn't have any weight figures on their spec sheets, and we didn't have a scale along, but the 200 felt like it was close to an honest 225 pounds, if we had to guess. If that's true, the 250 felt like it weighed 230 or 235—a little bit heavier, but far less than you'd expect. The handling characteristics were identical to the smaller bike, with the XC being the knife blade and the EC being the mountain goat. The 250 powerband was just what you'd expect. Good low end and midrange, decent top end, obviously a bike that could be raced all day fast. Interesting to note that the EC 250 and the 300 didn't have the pronounced "heavy flywheel" feel that the EC 200 had, probably because the bigger bikes just have more horsepower.

The 300 was definitely a sweet bike. It's a full 295cc, but with a very tractable powerband that we found very easy to ride. This isn't the place to get into comparisons, but obviously the Gas Gas 300 is expected to compete directly against the KTM 300 in the marketplace. The KTM is seriously strong in the midrange—we would actually call it "violent." If you like that sort of thing, it's a great bike. The Gas Gas, on the other hand, is all torque and rev in the midrange, but it doesn't want to leap out from under you. Very rideable, very controllable.

All the little details on the Gas Gas machines were first rate. We love the shiny chrome look of the nickel-plated frame. It's a distinctive detail that sets the Gas Gas off from everybody else. In addition, the bike is coming with very cool looking black anodized hubs and silver Excel rims, laced together with some of the fattest stainless steel spokes and nipples we've seen. All of the bikes use exhaust pipes that were designed by FMF specifically for Gas Gas. Nissin hydraulic disc brakes are at both ends, and they're very strong and progressive. Someone obviously did their homework



Clay Boreing shows us how easy it is.

when they designed these bikes.

So what do we think? Very impressive. It almost seems like Gas Gas has suddenly come out of the woodwork with an extremely competitive bike and a whole new aggressive attitude. We can see a whole lot of people sizing up the new Gas Gas this year, and we'll bet you're going to start seeing more of them at the races. Whatever you do, don't pass them off as another odd little bike this year. It looks like Gas Gas is here for keeps, and they're serious about it. ↑

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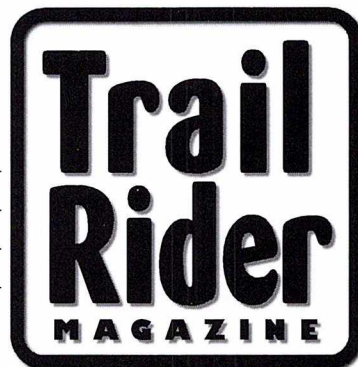
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“The clean read!”

SILENCE!

It's the noise! From sun up to sun down it sounds like chain saws running all day long! It is unbearable! "The noise, the noise!" They were chanting as I backed out of the room. There was no making nice with an angry mob of senior citizens. They were worked into a frenzy and I was the target, by killing me they could stop the unbearable noise.

I had been set up. I was attending a city zoning meeting in Anderson, Indiana, in regards to having the 2001 Police and Firemen's Games in their town at Timberline Camp Ground. See, somehow I got involved with the Police and Firemen to be the commissioner of the off road motorcycle sports portion of the Games. Police and firemen will gather from all over the world in Indianapolis in June of 2001 for the second largest games event in the world. Only the Olympic games are bigger, but the police and firemen will bring millions of dollars through our town. More important to me is the fact that the Olympic games people are watching the P&FG very carefully, analyzing what sports may be added to the

by Charlie Williams

Olympic roster in the future. Motorcycle racing is one of the events they are considering. So, if motorcycle racing is ever going to be an Olympic sport, the time is now and the games in Indianapolis are very important to this decision.

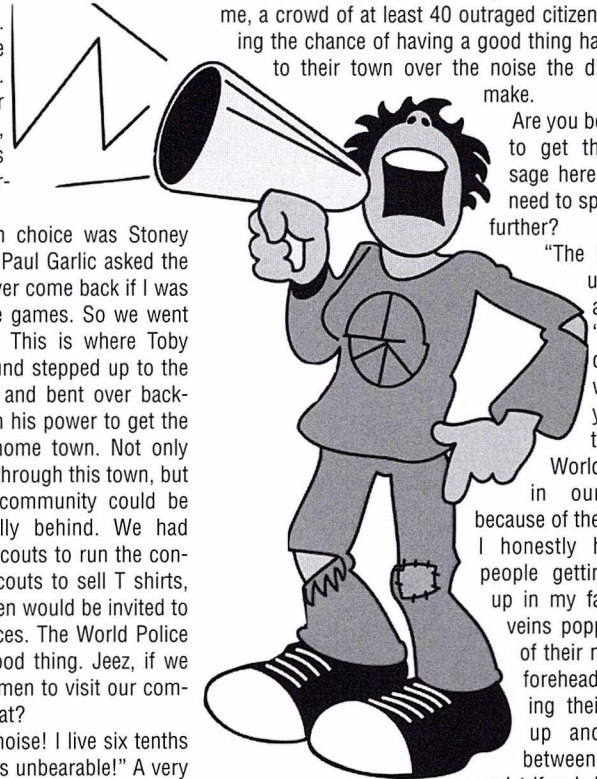
Of course my first location choice was Stoney Lonesome, but club member Paul Garlic asked the previous commissioner to never come back if I was going to be involved with the games. So we went looking for another location. This is where Toby Buck of Timberline Campground stepped up to the plate. He really tried to help and bent over backwards doing everything within his power to get the motorcycle games into his home town. Not only would it bring a lot of money through this town, but it would be something the community could be proud of, something to rally behind. We had planned on inviting the Boy Scouts to run the concession stand and the Girl Scouts to sell T shirts, and the local police and firemen would be invited to participate or help run the races. The World Police and Firemen's Games is a good thing. Jeez, if we can't trust the Police and Firemen to visit our community, well what's up with that?

"It's the noise! Unbearable noise! I live six tenths of a mile away and the noise is unbearable!" A very

animated red-faced man was on the verge of losing self control over the noise. They had circled around me, a crowd of at least 40 outraged citizens, flushing the chance of having a good thing happening to their town over the noise the dirt bikes make.

Are you beginning to get the message here or do I need to spell it out further?

"The noise is unbearable!" "We don't want you or the World Games in our town because of the noise!" I honestly had old people getting right up in my face with veins popping out of their neck and foreheads, rocking their heads up and down between bifocal and trifocal. Many or



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the people complaining about the unbearable noise actually had hearing aids! I had to back out of the room to the front door, then ran down the street escaping the enraged octogenarians.

I feel sorry for Toby. He has to go back and fight these people over the right to ride bikes on his own property. He has a nice facility for camping and riding. He has a big swimming lake, and the White River defines one boundary. It is a beautiful place for beginner riders or family riders. But I'm afraid his lax rules on silencers may be his downfall. It's already cost him and his town thousands of dollars. Hell he could have bought everybody a new silencer and still come out ahead on the games. But the P&FG are not going where they are not welcomed. There are plenty of other fields in Indiana we can

rent to host the games, so I continue my search for the best location.

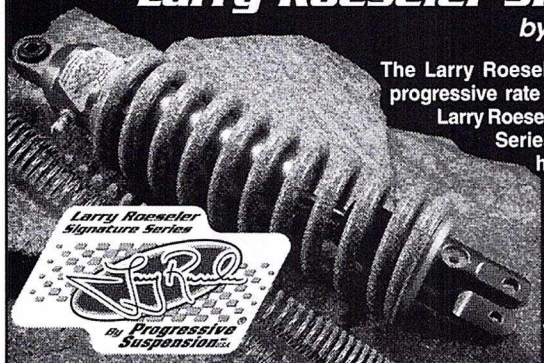
This is the bottom line: no one should be so petty as to cry about who gets to hold the whistle, the main objective here is to host the best event possible. But the immediate problem is the noise, that became clear to me at this meeting; the noise. So if you are riding a bike, make sure it is quiet. A new silencer may cost you a few dollars, but look what it cost the city of Anderson and Timberline Campground.

We would all have more places to ride if it were not for the noise. The old saying went: Less Sound = More Ground. We had better re-learn this motto, and teach it to the new riders, too. ↑

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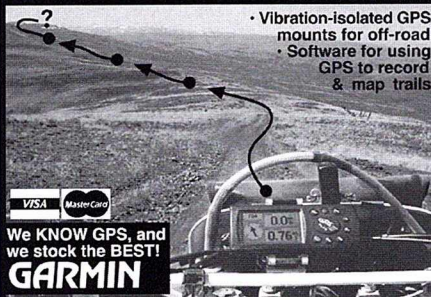
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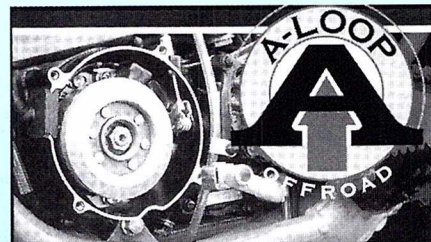
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by Ed Hertfelder

Exposed!

In a recent Mail page our 'steamed Editor IMPLIED that old Ed might be keeping his E-mail address secret.

I think I know where Clipper got that impression. For some time he and I corresponded, using P.O. Boxes, when all the time I was living ON THE SAME STREET, two blocks away in Cherry Hill, New Jersey. No joke. I was in the dog house, which used to be a horse stall, and if I had more than one visitor at a time we couldn't open the door on the refrigerator.

Unless the cat was outside.

One of the largest "Hertfelder screwed up" letter blizzards was a long time ago when there was a brand of motorcycle called Bultaco. This was the first motorcycle I've ever ridden that had proper trail "handling." I certainly can't describe the combination of fork angle and swing arm length and fork damping and all the stuff that results in good "handling." But I can tell you that aboard this thoroughbred a bad rider like myself could get out of shape and sliding uncontrollably, looking forward to nothing but pain, and finally come to a stop with the Bultaco STILL under me where it belonged.

Ed—

Thank you so much for your kind comments. Since you've finally revealed your e-mail address, I'm going to reply to this column not via "snail" mail and P.O. Boxes, not by E-mail, but by direct response; which in this case is probably the slowest form of response you might get, even assuming that I remember to send you a magazine. Besides, this is the shortest column you've sent so far—remind me to dock you a turkey neck from your monthly care package—and this is the best way I can find to fill space here.

Of course I'll print the e-mail address. With luck it'll send more mail your way, since very few paper letters are actually written any more. People ask why we don't have a "Letters" column every month in Trail Rider. Well, it's because most months we don't HAVE any letters to print. Folks just send in their \$18 for a subscription renewal, and that's that. I guess that means there's nothing left to be said; they must like the magazine, Ed; keep up the good work.

Oh, we do get the letters from amateur editors every now and then. Got one the other day, and just threw it away because the writer didn't have the courage to sign it. He wanted me to be more "literate," said I had a responsibility to the more gentle-souled, literate readers, of which, he assured me, there were many more than I might think.

Well, we might be printing a grammar-deficient magazine here, Ed, but at least we sign our names to it. And as far as "literacy" goes: I could give a rat's posterior about it. If I was that concerned about grammatical usage I'd be printing some kind of unctuous, snobby-nosed literary posy-sniffer rag, not Trail Rider. All we want to do here is get the word out about how much fun dirt bike riding is. If it isn't all that pretty, so be it.

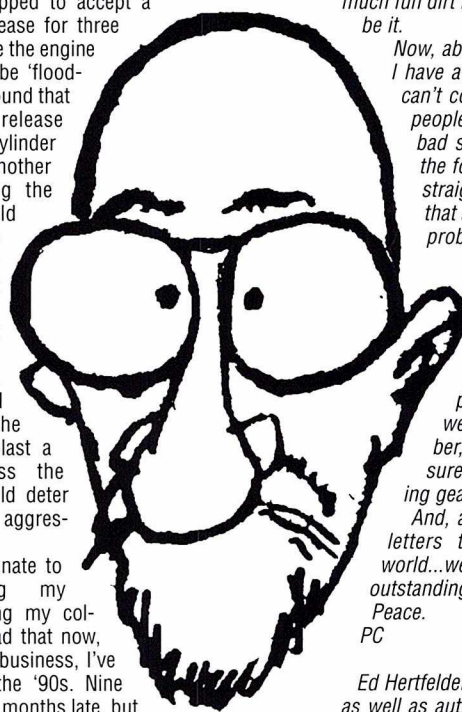
Now, about those subscription problem letters. I have a bad tendency to worry about things I can't control. Like Honda CR500's. And other people's accounting systems. We had a ton of bad subscriptions when we took over from the former owners, and it's just now getting straightened out. I want everyone to know that a solution to their subscription problem probably exists, and I want them to know that so I can sleep a little better at night. We go to a lot of trouble putting this magazine together every month, and I damn well want people to get it after all that labor.

Two other points: That slippery plank over what looks like baby poop—well, in South Jersey, you might remember, it also smells like baby poop, so be sure to ride real careful if you like your riding gear.

And, as far as all those "outstanding editor" letters to all the other magazines in the world...well, who knows, Ed; maybe they ARE outstanding. Maybe we just can't see it.

Peace.
PC

Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O. Box 17564, Tucson, AZ 85731; or E-mail to ducttapes@yahoo.com. ↑



—Ed Hertfelder

"A lot of throttle and a pull on the release would blast a firestorm across the engine that would deter even the most aggressive dogs."

Now that I've relocated to a palatial three room desert shack, and if the 'steamed editor agrees, we're going to include my high tech E-mail address right behind my low tech P.O. Box number, and correspondence, as always, is encouraged. But keep in mind: I've sired a large marvelous family and intend to be out of town visiting them as often as possible; replies just might get impaled on a cactus spine for a short time.

And please, PLEASE, please, give me A RETURN ADDRESS if you're using the snail mail. Too many times I've gotten mail from troopers who mention previous correspondence—maybe six months earlier—who think I REMEMBER their address because, after all, I wrote them last November. Don't bet on it. As a matter of fact, I'm considering chaining the TV remote to a swamp cooler vent.

Or maybe to my left ankle.

I notice something else on our 'steamed editor's mail page, and I'd like to call your attention to it. It has to do with honesty, or character, or just a commitment to "do the right thing." No other editor in the motorcycle business would EVER print letters bitching about subscription foul ups! Clipper will print them; and it's a little like shooting yourself in the foot.

Other editors go to great lengths printing letters of extreme admiration for their outstanding editorial style, outstanding photography, outstanding cover selection, outstanding staple retention or just outstanding wonderfulness in advanced journalism. My suspicion is that these love letters are written by insurance salesmen anxious to sell ye editor a flood insurance policy on his cabin boat.

Or they're written by the outstandingly wonderful editor himself.

In my own mail, I've noticed, a reader who never writes anything but checks for the telephone company will spot an error in my copy, scream, "Hertfelder screwed up!!" and toss off a letter to straighten me out forthwith. And I love these things, love 'em. It lets me know that the people I'm writing for are paying attention and are thoughtful enough to keep me honest and more or less upright when I'm riding on a slippery plank over three feet of mud the consistency, and miasma of baby poop.

My previous Triumphs, essentially road-going machines, might not even be IN SIGHT after one of these excursions.

That "hate letter" blizzard was in response to a mention I'd made about my Bultaco's compression release: "Look here Hertfelder, Bultacos don't HAVE compression releases!" was usually the first line in a letter, followed by many more lines questioning my parentage and boosting my stupidity index.

I'd taken the head off my Bultaco's engine and had it drilled and tapped to accept a compression release for three reasons: Because the engine would normally be 'flooded' after a fall I found that pulling the release would clear the cylinder much faster. Another was that pulling the thing would increase engine braking a thousand percent and take the worry out of wet brakes. Last reason was that a lot of throttle and a pull on the release would blast a firestorm across the engine that would deter even the most aggressive dogs.

I've been fortunate to always having my address following my column and I'm glad that now, with this E-mail business, I've finally reached the '90s. Nine years and eleven months late, but what do you expect from an enduro rider who never got out of his "B" classification?

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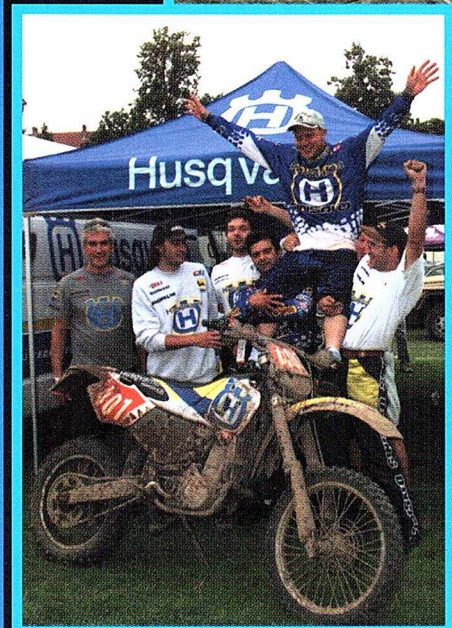
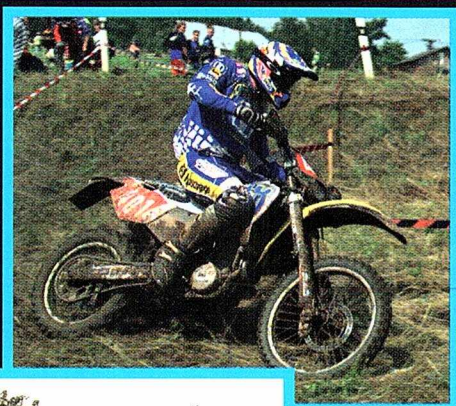
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